

West Lafayette Downtown Plan

An Amendment to the Comprehensive Plan

DRAFT – DEC 2018

THE AREA PLAN COMMISSION
OF TIPPECANOE COUNTY



CITY OF
WEST LAFAYETTE
INDIANA



WEST LAFAYETTE DOWNTOWN PLAN

Area Plan Commission of Tippecanoe County

www.tippecanoe.in.gov
20 North 3rd Street
Lafayette, Indiana
(765) 423.9242

Tom Murtaugh, President
Sallie Dell Fahey, Executive Director

Adoption:
Jurisdiction

Resolution

Date

APC

West Lafayette

This document was prepared by the staff of the Area Plan Commission of Tippecanoe County.

Table of Contents

01	Introduction.....	09
02	Profiles.....	15
03	Vision & Goals.....	31
04	Implementation.....	35
05	Transportation Improvements	47
06	Future Land Uses	61

Chapter 1: Introduction

Introduction

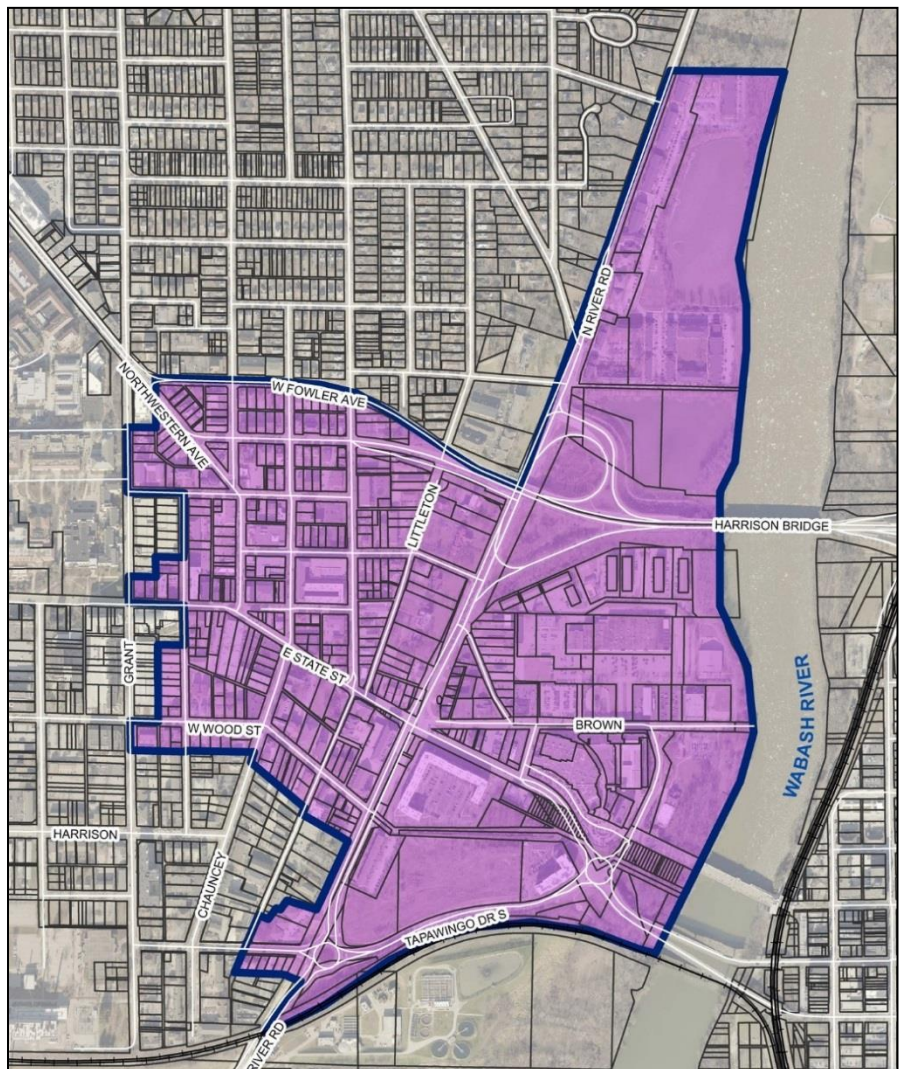
Purpose

Following the adopted policy recommendations of the 2013 *New Chauncey Neighborhood Plan* and given the increased market pressures to redevelop and densify the core urban areas of West Lafayette, the city council adopted on May 7, 2018, Resolution 07-18 requesting the Area Plan Commission of Tippecanoe County to study the traditional downtown areas of Chauncey Village and the Levee and create a land use plan as an amendment to the Comprehensive Plan for Tippecanoe County.

Within this document are goals, policies, and implementation strategies that provide recommendations for future improvement within the study area boundary. Following adoption, this plan will serve as a decision-making tool for the Area Plan Commission, the City Council, the City staff, and the local development community among others. In embracing this plan, the ongoing partnership between these and other partners will result in a steady realization of the established goals and objectives found within the plan.

Location and Study Area Boundary

As depicted on the map to the right, the West Lafayette Downtown study area (as approved by the West Lafayette City Council) is bordered by the Wabash River to east, the railroad tracks to the south, the boundary with the New Chauncey Neighborhood to the north, and roughly Grant Street to the west; In all, containing approximately 262 acres.



History

The City of West Lafayette first took shape in the 1820's when a settlement called "Jacktown" (named for a local blacksmith) established itself on a hill overlooking the Wabash River; an area presently known as Chauncey Village. Later in 1836, Augustus Wylie laid out a town plan in the Wabash River floodplain south of the area presently known as the Levee. Regular flooding of the site dashed hopes for any meaningful development and Wylie's 140-lot town was never built.

Building onto what "Jacktown" started instead, three more towns emerged between 1855 and 1860 known as Oakwood, Kingston, and Chauncey.



State Street streetcars making their way up and down the hill from Chauncey Village to downtown Lafayette in the 1920's (Indiana Historical Society)



Chauncey Village in 1962 (Indiana Historical Society)

In 1866 the three towns merged, and the Town of Chauncey was created and formed a municipal government. The new town remained a quiet suburb of Lafayette with a population of 197 until in 1869 when Purdue University founded. After a failed attempt in 1871 to be annexed by the City of Lafayette (the city refused them due to infrastructure and service challenges), the town voted to change its name to "West Lafayette" in 1888, and in 1924 – fueled by Purdue's growth – incorporated as a city.

Despite never gaining a railroad depot and lagging several years behind the City of Lafayette in the establishment of municipal infrastructure and services, the city's growth through the rest of the 20th century and beyond continued to mirror Purdue's

growth: The university opened its doors in 1874 with 39 students and today (2018) stands at over 41,000 students while the city's growth increased rapidly from 717 in 1880 to 46,269 in 2017 (U.S. Census estimate).

In November 2013, the City of West Lafayette approved an annexation that placed much of the Purdue University academic campus and residence hall system within the official boundaries of the municipality for the first time. This expansion also included a large section of the US Highway 231 corridor that was previously part of unincorporated Tippecanoe County.

Process of Public Engagement

This planning process employed specific public outreach efforts to gather information from pertinent stakeholders to provide an avenue to share their concerns and hopes for the future.

The following group of stakeholders were formed into a steering committee that ultimately guided the plan's development for delivery to the public as part of a month-long public comment period:



Artist Tom Torluemke's mural titled "Delight of Accomplishment" located on the building walls flanking the Chauncey Village Walkway.

Project Steering Committee

In the fall of 2018 a Steering Committee of stakeholders was formed to guide the plan's development. The body consisted of:

- City of West Lafayette –
 - John Dennis, Mayor
 - Peter Bunder, City Council
 - Nick DeBoer, City Council
- Purdue Research Foundation – Rich Michal / Jeremy Slater
- Commercial Property Owner/Developer – Aaron Bartels
- Commercial Property Owner – William Shen
- Wabash River Enhancement Corporation – Stanton Lambert
- Apartment Landlord – Sheila Cochran
- Business Owner – Bruno Itin
- Private-Sector Redevelopment Consultants
 - Eric Lucas
 - Tim Balensiefer
- Professional Staff Advisors
 - Erik Carlson
 - Erin Easter
 - Chad Spitznagle
 - Ed Garrison
 - Ben Anderson
 - Dennis Carson
 - John Collier
 - James Wooldridge

Chapter 2: Profiles

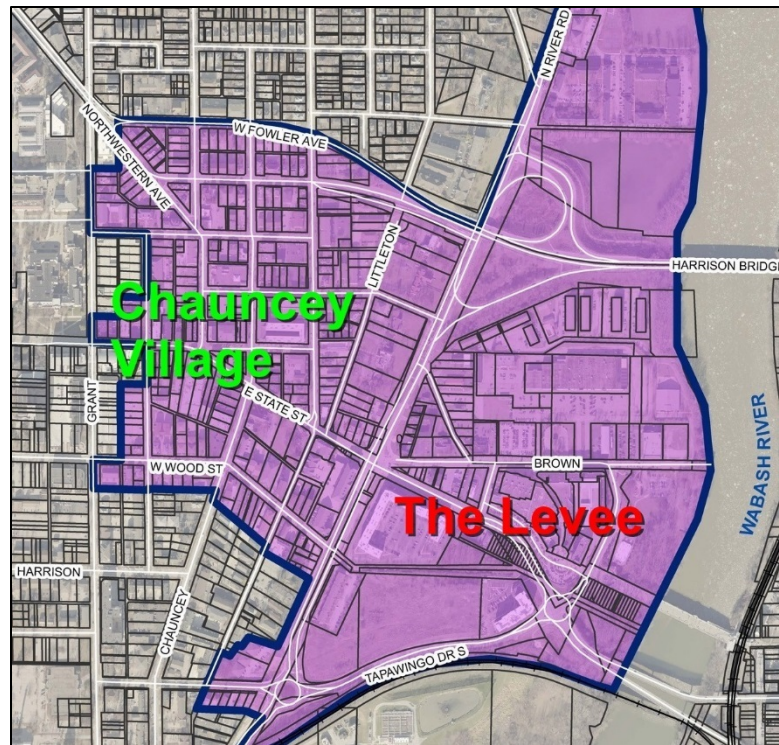
Profiles

Land Use

Current Land Use

As shown at right, West Lafayette's downtown is broken into two neighborhoods: Chauncey Village and the Levee. In mid-2018 APC staff surveyed the entire study area to create a land use inventory for all developed sites.

Reflecting traditional downtown development patterns, the core areas of Chauncey Village and the Levee overwhelmingly reflect, as shown on the Current Land Use map on the next page, a commercial and mixed-use environment centered largely on State Street, Northwestern Avenue and, to a lesser extent, Brown Street (the historic street that formerly connected Lafayette with West Lafayette).



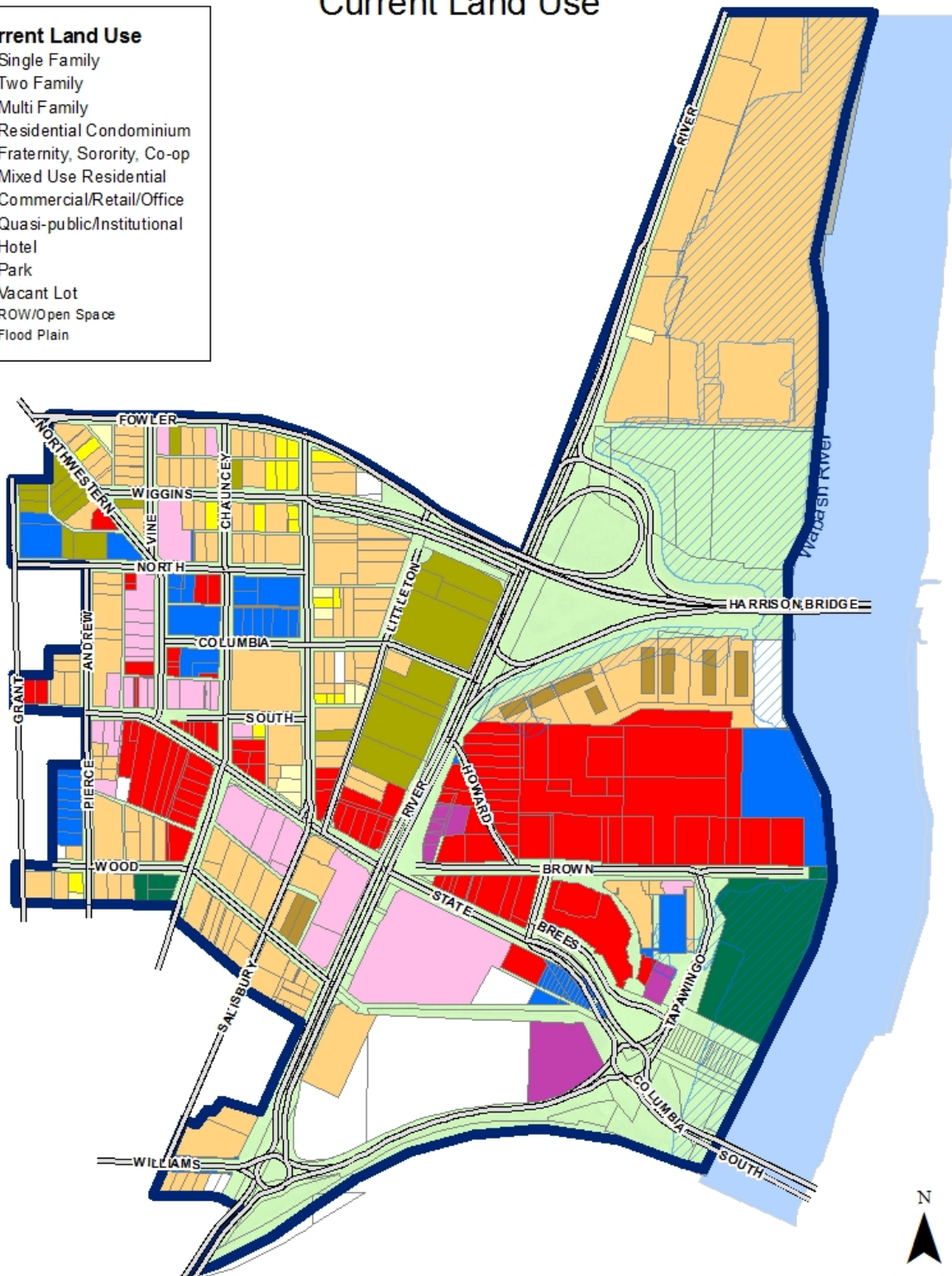
In the Chauncey Village part of downtown, off the main corridors of State Street and Northwestern Avenue, the land uses fall decidedly into the multi-family category. In a broad collection of converted homes and low-rise apartments constructed or converted over a period of many decades, this older stock of multi-family apartments once comprised the bulk of the off-but-near-campus student housing units. In the Levee part of downtown, land uses have historically tilted toward commercial retail, restaurants, and some service uses, but since the late 1990's, with such projects as Wabash Landing and River Market, mixed-use urban environments have been the trend.

Land north of the Harrison Bridge and east of River Road, multi-family uses have long been the established development pattern. The "Launch" apartments, formerly "Williamsburg on the Wabash", have been an established fixture on the West Lafayette riverfront for many decades. This site's inclusion in the study area demonstrates its importance as a redevelopment site as the newly refurbished but aging buildings presently on-site will one day represent a prime redevelopment opportunity on the city's riverfront.

Current Land Use

Current Land Use

- Single Family
- Two Family
- Multi Family
- Residential Condominium
- Fraternity, Sorority, Co-op
- Mixed Use Residential
- Commercial/Retail/Office
- Quasi-public/Institutional
- Hotel
- Park
- Vacant Lot
- ROW/Open Space
- Flood Plain



Building Conditions

In the summer of 2018, using a standard scoring system previously employed in past survey efforts, APC staff surveyed and noted the physical condition of all existing structures in the corridor. The grading categories, from the *Comprehensive Plan of Tippecanoe County*, are:

A – GOOD = Structures in the good designation should be of high quality and of sound condition. New structures or older units that have been extensively rehabbed or perpetually maintained are included. The structure must be free of a visible need of repair. The property must also be well maintained.

B – MAINTENANCE = Buildings with maintenance ratings are in good structural condition and are in need of minor repairs. As a structure ages, it naturally requires maintenance. Fix-up work could include new paint, minor screen or window repair, a loose piece of the exterior material, or replacement of a few strips of siding.

C – REPAIR = A building in the repair category is in need of major repairs. If a major repair such as a new roof, additional structural support, or complete exterior rehab is needed, the building falls into this category. If a structure is neglected as it ages, small repairs mount into larger problems. Therefore, an aggregate of smaller repairs also constitutes a building needing major repair. A conglomeration of exterior problems might be an indication of additional serious issues inside the structure.

D – DILAPIDATED = Buildings that are unfit for human habitation, structurally unsound, and unsafe can be classified as candidates for dilapidated. These buildings have serious conditions requiring substantial investment. Serious problems might include but are not limited to major structural faults, advanced weathering of materials, and a foundation or footing that is not level or solid.

West Lafayette's downtown is intensely developed with only the south half of the block bounded by River Road, State Street and Tapawingo Drive being truly undeveloped. The remainder of the lots or tracts with buildings on them fell into the remaining categories accordingly: approximately 65% received the "A" rating, approximately 29% received the "B" rating, approximately 2% received the "C" rating, 0% received the "D" rating, and approximately 3% were buildings which were under construction at the time of the survey.

Building Conditions

- Building Condition**
- A - Excellent
 - B - Minor Maintenance
 - C - Repairs Needed
 - U - Under Construction



Historic Resources

The City of West Lafayette's downtown contains a collection of late 19th and early 20th century buildings which reflect the architectural characteristics of multiple styles.

There are 17 buildings or structures in the downtown hood that have been identified in the 1990 *Tiptecanoe County Interim*

Report of the Indiana Historic Sites and Structures Inventory as having historic significance at a grade of either "Outstanding" or "Notable". Among them include a diverse collection of buildings (both commercial and residential) and even a railroad bridge. The definitions of these two categories are as follows:

- **Outstanding (O)** – The property has enough historic or architectural significance that it is already listed or should be considered for individual listing in the National Register of Historic Places. "Outstanding" resources can be of local, state or national importance.
- **Notable (N)** – This property is above average in its importance. Further research or investigation may reveal that the property could be eligible for National Register Listing.

Of these two categories, West Lafayette's downtown contains 11 "Outstanding" and 6 "Notable" structures. Among the "Outstanding" examples include some of West Lafayette's most iconic historic buildings such as The Purdue State Bank Building (c. 1914), Morton School (c. 1930), and West Lafayette Fire Station #1 (c. 1917).

A third and fourth category, "Contributing" and "Non-Contributing" are also included in the report but not listed here. Contributing buildings' sole qualification for its rating is having been constructed "pre-1940". The structures themselves, of which the downtown has many examples not identified here, are not important enough to stand on their own as individually "Outstanding" or "Notable". Non-Contributing structures are not identified either as they include "post-1940" properties and structures that have been badly altered and have lost their historic character.

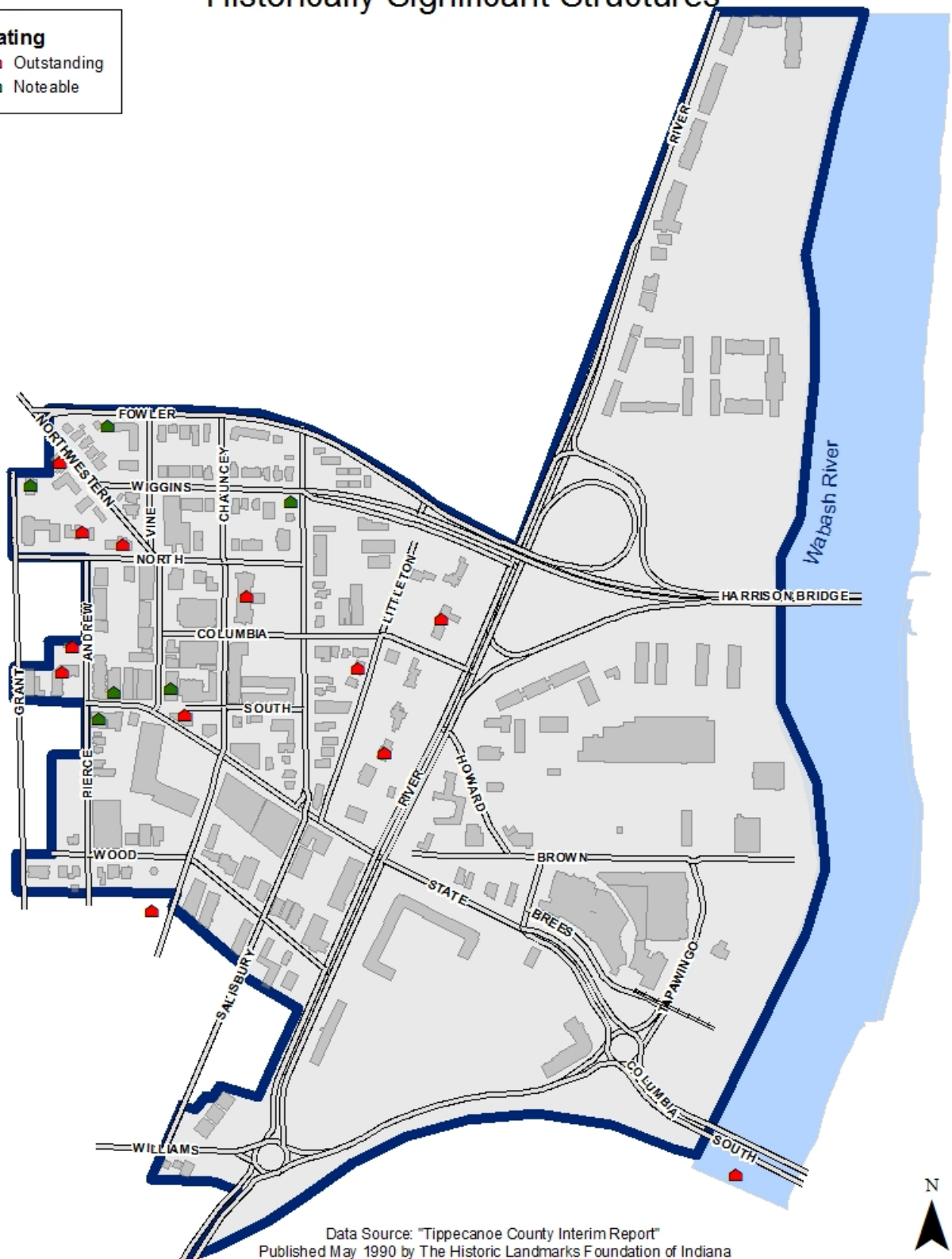


The Purdue State Bank Building (c. 1914) is an "Outstanding" example of architect Louis Sullivan's "Jewel Box" building design (Indiana Historical Society)



West Lafayette Fire Station #1 (c 1917) as it stands today (City of West Lafayette)

Historically Significant Structures



Data Source: "Tippecanoe County Interim Report"
Published May 1990 by The Historic Landmarks Foundation of Indiana

Trails and Parks

West Lafayette's downtown has historically been devoid of public parks or open spaces. This finally changed with the creation of Tapawingo Park in 1973 and Tommy Johnston Neighborhood Park in 1977. Since then, the city has concentrated on establishing an interconnecting network of trails, initially branching off the Wabash Heritage Trail along the riverfront and now extending along State Street, River Road and points beyond.

The following sites and facilities make up portions of West Lafayette's open space network along the corridor:

Tommy Johnston Park

Named for a former president of the West Lafayette Board of Parks and Recreation, Tommy Johnston Park is located at the intersection of Wood and Chauncey Streets. The 0.6-acre park contains a picnic shelter, exercise area, basketball courts and swings. The park was dedicated November 1, 1977.

Tapawingo Park

Opened during the summer of 1973, the 20-acre Tapawingo Park, named after a Miami phrase "place of joy", contains a paved portion of the Wabash Heritage Trail, a playground, the Myers Bridge Plaza, the Brown Street Overlook and an Ice Skating Center.



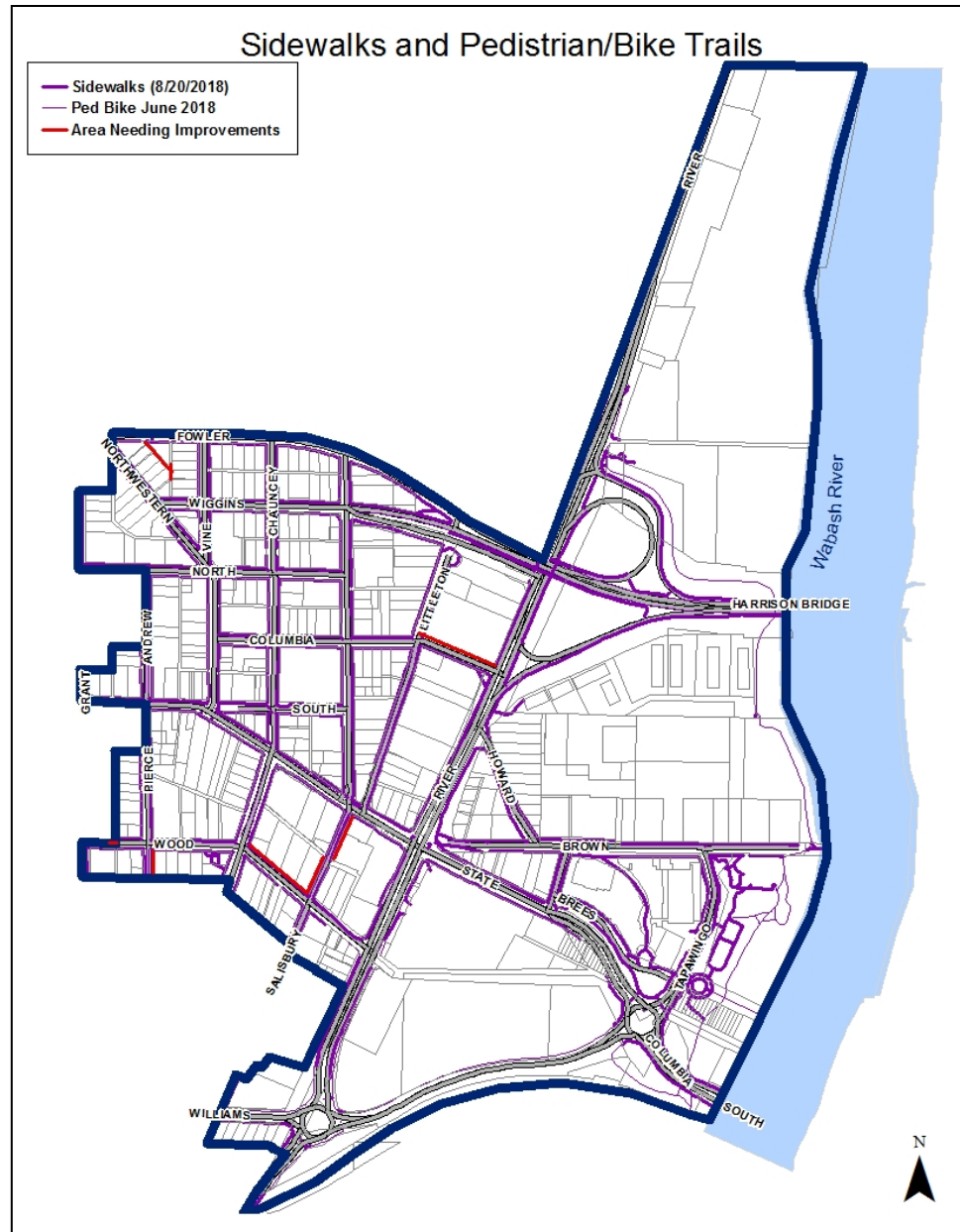
Sidewalks and Bike Trails

West Lafayette's downtown is generously paved with sidewalks and, after the recent reconstruction of State Street, now contains a dedicated bicycle track within the roadway spanning our study area.

While the sidewalk network is extensive, its maintenance and expansion (particularly to meet the requirements of the Americans with Disabilities Act) is of great importance.

The map at right shows all current locations of sidewalks and bike/ped trails which, unlike the more recreational Wabash Heritage Trail, serves a more functional role in contributing to a more multi-modal transportation system.

The red colored lines on the map indicate sidewalk or bike/ped locations where the infrastructure needs repair/maintenance or has fallen below the standards ADA.



Sewer Infrastructure

Adequate public infrastructure is needed for a redeveloping downtown. The existing sewer infrastructure in West Lafayette's downtown is a combination of aging combined sewers mixed with newer separated facilities; In both cases, they are critical pieces of downtown redevelopment. Maintenance by both the city and property owners is the key to ensuring its ability to expand and serve this high-growth area.

Sanitary and Storm Sewer

Wastewater in the study area is collected through a network of sanitary sewer and stormwater sewer pipes that convey the waste to the City of West Lafayette's wastewater treatment plant.

The downtown is served primarily from a long north-south main stretching the length of River Road and intersecting at important junctions running east-west.

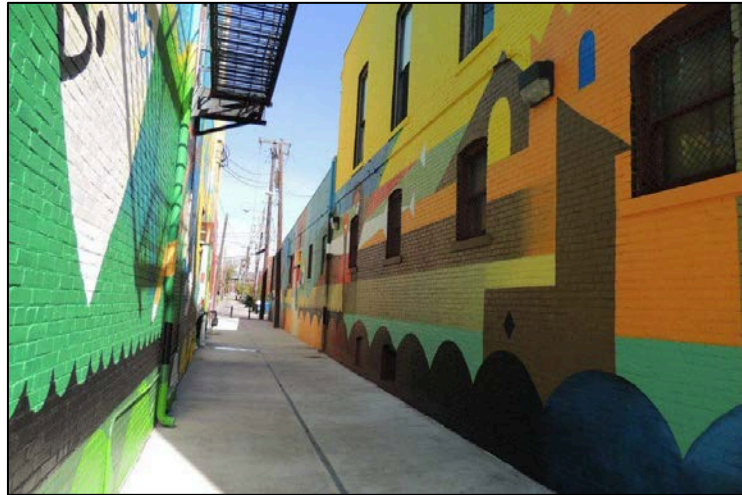
Steady improvements have occurred over the years, particularly in conjunction with new development projects. Only as older infrastructure is replaced with new (with greater capacity), can downtown West Lafayette's continue its urban intensification



Alleys and Street Lights

Alleys

Chauncey Village was developed earlier than the Levee. And as a result it, unlike the Levee, was laid out roughly on a grid with alleys (spanning typically from 12-15 feet in width). Alleys serve a variety of functions – utility access, trash and recycling pickup, access to garages and off-street parking areas as well as pedestrian shortcuts. They serve ultimately serve as ways to break up blocks into smaller, manageable pieces for pedestrians, bicyclists and automobiles.



The “Chauncey Village Walkway” with its mural is the most recognizable alley in West Lafayette’s downtown. (Photo: WBAA)

In the summer of 2018, APC staff surveyed the alleys of West Lafayette’s downtown and found many to be good condition, a few in excellent condition (owing either to recent development activity or city maintenance), and some showing cracking and/or pavement deterioration. All the alleys surveyed were heavily utilized by both vehicles and pedestrians and it is recommended that the city continually monitor their condition and prioritize improvements based on the greatest need.

Streetlights

Streetlights in the downtown have evolved over time to the contemporary suburban-style, high pole-mounted, cobra-head streetlights that dominate most of the downtown today. These are steadily being replaced with the more pedestrian-scaled “acorn” style pole light. By in large the downtown is well served by streetlights with most lights being found at intersections and occasionally mid-block.

The most underserved parts of the downtown are the streets south of State Street in Chauncey Village and Howard Avenue in the Levee. Off the streets, the alleys are particularly dark and virtually none of them are lit with public lighting (some have lighting beamed onto them off nearby buildings). As many of these alleys serve both vehicles and pedestrians, a high priority should be placed on better illuminating them for improved safety. Increased pedestrian-level lighting in the downtown (with poles spaced between 70-80 feet from each other, depending on the lamp’s intensity ideally) will only increase the feeling of safety and improve the ability of the police to more effectively patrol.

Alleys and Street Lights

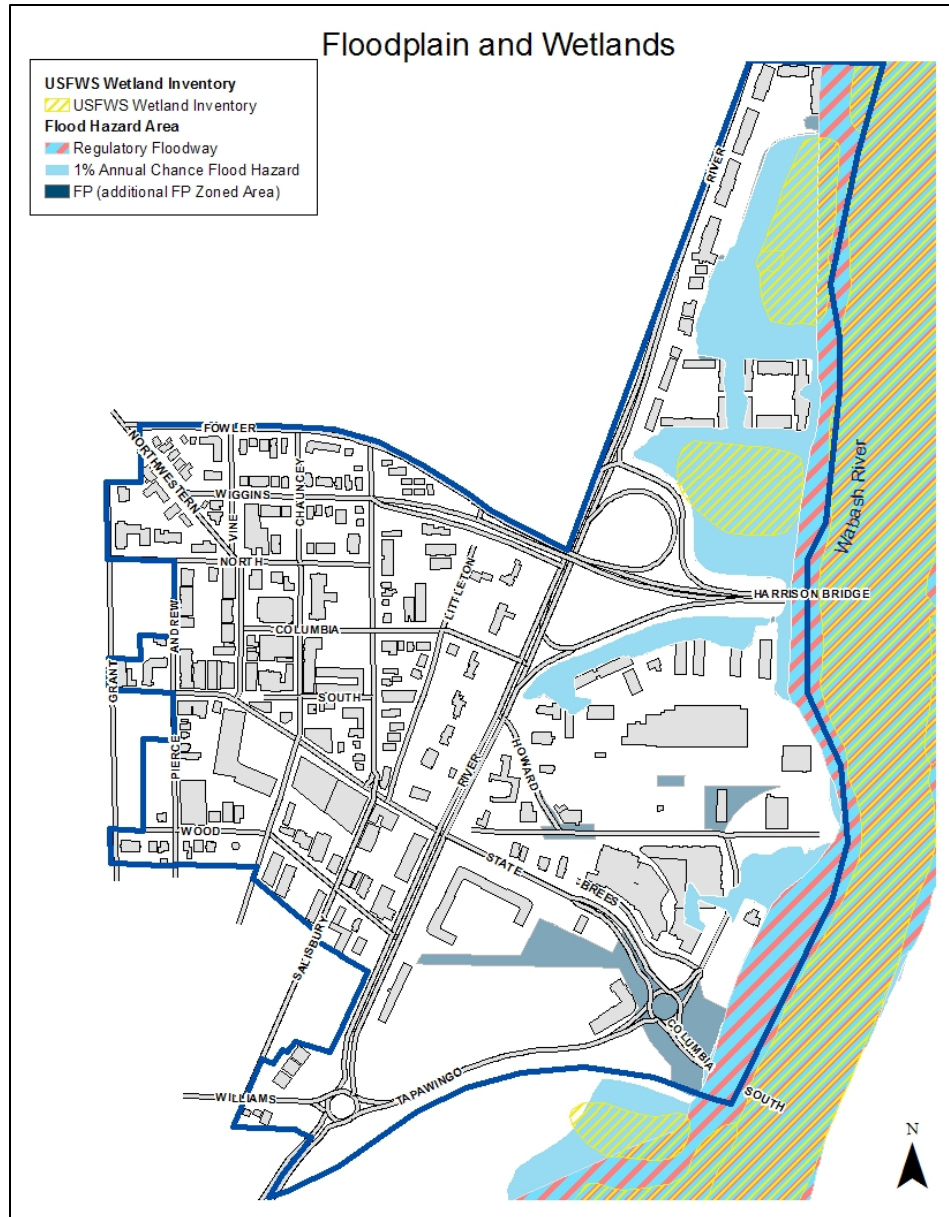


Wetlands and Floodplains

Being of course immediately adjacent to the Wabash River, flooding issues have always been part of life on the Levee.

This map identifies the three principle areas where flooding can occur: The Regulatory Floodway (largely coterminous with the Floodplain FP zoning district), the United State Fish & Wildlife Service's wetland inventory, and the 1% Annual Flood Hazard area (typically known as the 100-year flood area).

While much of the 100-year flood area has been studied to determine if it indeed poses a flood hazard, some of this area remains to be studied and could very well be certified out of the floodplain upon further analysis.



The Natural Environment

The Urban Forest

The most wooded part of the downtown is the riverfront in the Levee. The combination of park spaces, floodplain and other open spaces has preserved many old specimens. On the streets too, the urban forest is steadily taking shape. With each new redevelopment project, new street trees are added, providing needed stormwater absorption, shade, and wildlife habitat.

A tree inventory was conducted in the spring of 2018 concentrating on the trees between the curb and the sidewalk, which constitutes most of the trees in the public right-of-way.



The Wabash River running alongside Tapawingo Park and the Wabash Heritage Trail.

According to the inventory, the street tree canopy is densest in the Chauncey Village north of State Street while thinnest south of State Street. The recent reconstruction of State Street has added numerous street trees along the entire roadway through our study area. As these trees mature, the canopy in the downtown will be greatly expanded, providing numerous benefits to the public and the environment.

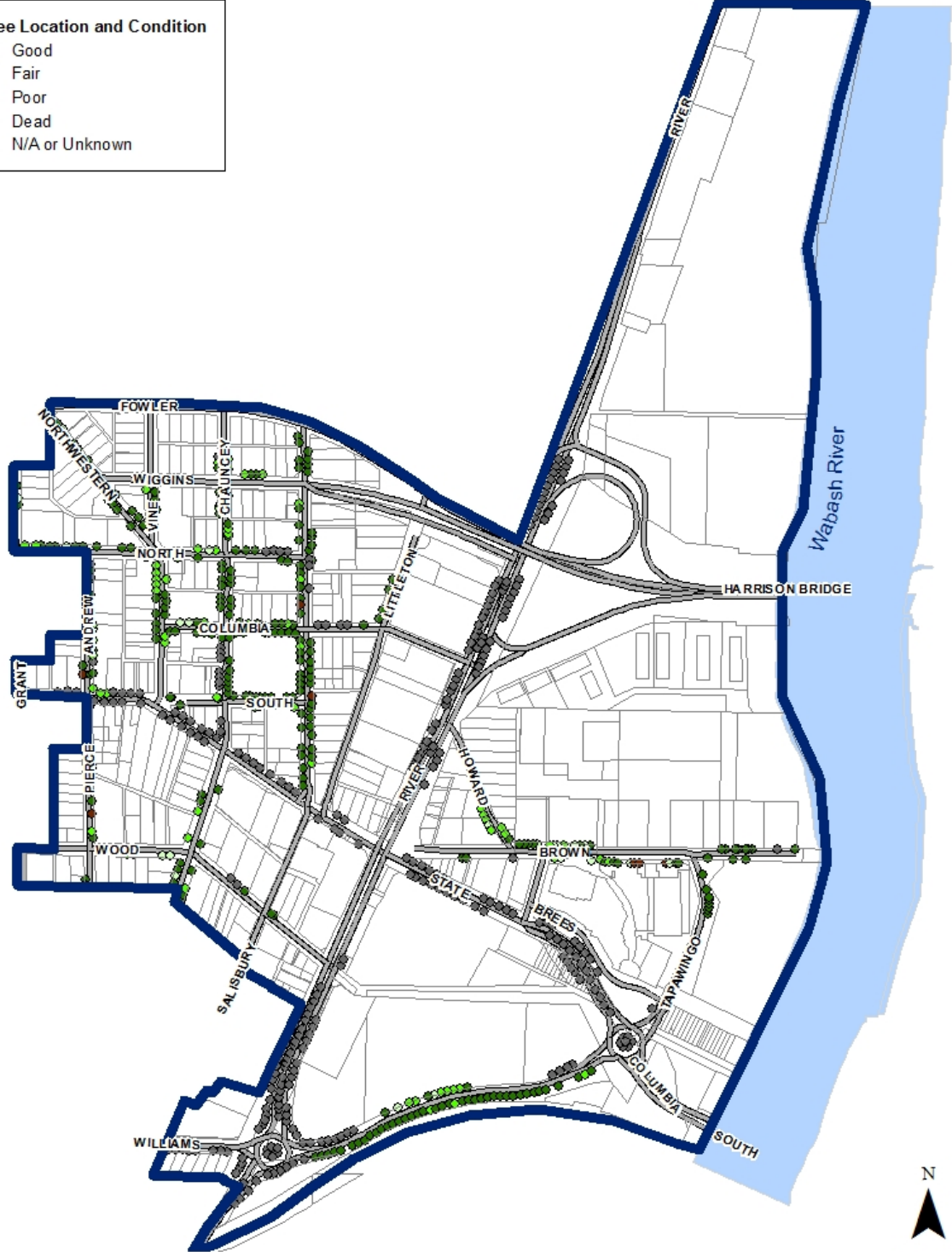
Since 1981, the West Lafayette Tree Fund, formed with the adoption of the original West Lafayette Landscape Ordinance, has planted hundreds of trees throughout the city. Efforts to fill in the gaps in the street tree network are ongoing and should be supported. The benefits of an expanded urban forest include:

- A firmer delineation of the pedestrian-oriented environment by providing buffers between automobiles and pedestrians.
- Shading and lowering of temperatures, which can reduce building energy consumption.
- Character, beauty, definition of space, sound buffering and obstructing undesirable views, and, with some species, pleasant fragrances; all of which affect neighborhood viability and property values.
- Storm water runoff and air pollution reduction.

Street Trees

Tree Location and Condition

- Good
- Fair
- Poor
- Dead
- N/A or Unknown



Chapter 3: Vision & Goals

West Lafayette Downtown Vision

“Downtown West Lafayette is a bustling mixed-use district that draws residents, students and visitors together for unique shopping, dining, and recreational activities. Downtown is a welcoming place where businesses thrive, local history is honored, and the community gathers together.”

Goals and Objectives

The Steering Committee members, selected for the West Lafayette Downtown Plan and representing the principle stakeholders within it, endorse the following goals and objectives which, when realized, will achieve the Vision of West Lafayette’s downtown. The following goals and objectives are based on public input and the guidance of the Steering Committee.

To accomplish the Vision of West Lafayette’s downtown, the following goals and objections are established to promote and support:

1. Downtown Historic Preservation
2. Downtown Residential Development
3. Downtown Business Development
4. Downtown Greenspace & Placemaking Development
5. Downtown Safety & Infrastructure Improvements

GOAL 1: DOWNTOWN HISTORIC PRESERVATION

- a) Objective: Promote the historic preservation of appropriate areas of the downtown.
- b) Objective: Ensure that there is proper code enforcement and property maintenance.

GOAL 2: DOWNTOWN REDEVELOPMENT

- a) Objective: Redevelop the downtown based on a future land use plan and support its adoption as an amendment to the *Comprehensive Plan*.
- b) Objective: Redevelopment projects on the fringes of the downtown must be appropriate in scale and character with adjacent neighborhoods.
- c) Objective: Expand housing opportunities for non-students throughout the downtown.
- d) Objective: Demonstrate compliance with all applicable policies from the adopted *Comprehensive Plan's Housing Element*.

GOAL 3: DOWNTOWN BUSINESS DEVELOPMENT

- a) Objective: Define the desired business uses for the downtown and allow for their expansion consistent with the future land use plan.
- b) Objective: Attract and sustain desired businesses for the downtown.

GOAL 4: DOWNTOWN GREENSPACE & PLACEMAKING DEVELOPMENT

- a) Objective: Protect and Expand the Natural Urban Environment.
- b) Objective: Add passive and active recreational open spaces in the downtown.
- c) Objective: Add public art in the downtown.
- d) Objective: Promote downtown identity and a sense of place.

GOAL 5: DOWNTOWN SAFETY & INFRASTRUCTURE IMPROVEMENTS

- a) Objective: Ensure the public infrastructure meets the needs of the downtown and that it is sufficient to meet current and future needs.
- b) Objective: Ensure adequate on-street and off-street parking throughout the downtown and support safe routes for all modes of transportation.
- c) Objective: Ensure all transportation projects in the downtown are compliant with both this plan and the Complete Streets policies of the 2040 Metropolitan Transportation Plan.
- d) Objective: Ensure the downtown is adequately served by trails and sidewalks and support the expansion of trails, sidewalks and all related pedestrian/bicycle infrastructure.
- e) Objective: Ensure that adequate safety lighting designed to serve pedestrians/bicyclists is present throughout the downtown.

Chapter 4: Implementation

Implementation Tables

Consistent with the downtown’s vision, goals and objectives, the following implementation strategies matrix offers action steps and suggests roles that a variety of stakeholders will play to realize the vision of the downtown. The strategies are placed in categories based on the goals and objectives found in Chapter 3. The following strategies have been assigned approximate time frames but are subject to budgets, the market and many other factors:

Short-Term Opportunities Immediate to 18 months following the Plan’s adoption.

Mid-Term Opportunities 2 - 5 years.

Long-Term Opportunities 6 - 15 years.

Priority levels are generalized in terms of low, medium and high. These levels represent a general order of importance relative to fulfilling the vision of the corridor and accomplishing the goals and objectives. Some of the individuals or organizations taking responsibility for the following tasks include:

City = City of West Lafayette staff

APC = Area Plan Commission of Tippecanoe County staff

PRF = Purdue Research Foundation

PU = Purdue University

BUS = Greater Lafayette Public Transportation Corporation

ART = City of West Lafayette Public Art Advisory Group

BSO = Business Owners

RPO = Rental Property Owners

GOAL 1: DOWNTOWN HISTORIC PRESERVATION

OBJECTIVE A: Promote the historic preservation of appropriate areas of the downtown.

Strategy	Strategy Description	Term	Priority	Responsibility
1	Create a local historic district in Chauncey Village in order to protect and repurpose, at a minimum, the historic assets identified in this plan.	Short	Mid	City
2	Develop zoning tools to ensure that redevelopment efforts adjacent to historic assets are appropriate in scale and style.	Short	High	APC, City
3	Investigate the creation of an architectural review board for downtown redevelopments.	Mid	Mid	City, City
4	Develop programs and events to showcase the historic structures in the downtown.	Mid	Low	City

OBJECTIVE B: Ensure that there is proper code enforcement and property maintenance.

Strategy	Strategy Description	Term	Priority	Responsibility
1	Improve property maintenance through preventive measures such as education and communication.	Short	Medium	City
2	Periodically review property maintenance, zoning and building codes to ensure the highest standards are maintained.	Mid	High	City, APC
3	Support and expand the efforts of the City's rental inspection program with an emphasis on curbing over-occupancy and increasing property maintenance. Consider providing incentives to landlords who maintain their property above and beyond the minimum code requirements.	Short	Medium	City
4	Progressively increase fines for repeat violations.	Short	High	City

GOAL 2: DOWNTOWN REDEVELOPMENT

OBJECTIVE A: Redevelop the downtown based on a future land use plan and support its adoption as an amendment to the Comprehensive Plan.

Strategy	Strategy Description	Term	Priority	Responsibility
1	Develop a future land use plan that promotes a diverse range of uses in the downtown and ensure that it is adopted as an amendment to the <i>Comprehensive Plan</i> .	Short	High	APC
2	Make changes in the downtown's existing zoning districts, including the development of a form-based overlay, to ensure the policies of the future land use plan are realized.	Short	High	APC, City
3	Periodically review and update the future land use plan to ensure it continues to meet the needs of the downtown.	Long	Medium	APC, City
3	Support development that positively contributes to the tax-base and increases property value.	Short	Medium	APC, City

OBJECTIVE B: Redevelopment projects on the fringes of the downtown must be appropriate in scale and character with adjacent neighborhoods.

Strategy	Strategy Description	Term	Priority	Responsibility
1	Support the future land use plan's policy for development in the downtown and discourage rezone petitions that would deviate from it.	Long	High	City, APC
2	All redevelopments at the borders of the neighborhood shall be appropriate in use and scale with established uses inside the neighborhood's borders and shall provide adequate transitions to uses just outside the neighborhood's borders.	Short	High	APC, City

OBJECTIVE C: Expand housing opportunities for non-students throughout the downtown.

Strategy	Strategy Description	Term	Priority	Responsibility
1	Support the development of a variety of housing types in the downtown that will appear to appeal non-student groups.	Long	High	City, APC

OBJECTIVE D: Demonstrate compliance with all applicable policies from the adopted Comprehensive Plan including the Housing Element.

Strategy	Strategy Description	Term	Priority	Responsibility
1	Review new residential development proposals against the policies of the Housing Element to ensure compliance.	Long	Medium	City, APC
2	State Street and Northwestern Avenue shall be considered the main corridors of downtown development. Per the future land use plan the most intense development should be along these corridors, with development intensity falling away as you leave these corridors.	Long	High	City, APC

GOAL 3: DOWNTOWN BUSINESS DEVELOPMENT

OBJECTIVE A: Define the desired business uses for the downtown and allow for their expansion consistent with the future land use plan.

Strategy	Strategy Description	Term	Priority	Responsibility
1	State Street and Northwestern Avenue shall be the principle corridors for commercial retail development per the future land use plan.	Long	Medium	City, APC
2	Support in the increase in a variety of office uses throughout the downtown.	Long	Medium	APC, City

OBJECTIVE B: Attract and sustain desired businesses for the downtown.

Strategy	Strategy Description	Term	Priority	Responsibility
1	Improve a system of wayfinding signage directing the public to parks, trails and other amenities in the corridor.	Mid	Medium	City
2	Targeted areas for business development in the downtown will be pedestrian friendly with good pedestrian connections to the entire neighborhood	Long	Medium	City, APC
3	Provide incentives for developers of office uses and commercial retail uses with a regional draw	Mid	Medium	City

GOAL 4: DOWNTOWN GREENSPACE & PLACEMAKING DEVELOPMENT

OBJECTIVE A: Protect and Expand the Natural Urban Environment.

Strategy	Strategy Description	Term	Priority	Responsibility
1	Create a unique and comprehensive neighborhood streetscape plan whose purpose is to protect and enhance the existing natural environment, support a multi-modal transportation network, and improve the appearance of the downtown.	Mid	Medium	City

2	Eradicate all invasive plants in the downtown and encourage the plantings of native species.	Long	Low	City

OBJECTIVE B: Add passive and active recreational open spaces in the downtown.

Strategy	Strategy Description	Term	Priority	Responsibility
1	Per the future land use plan, support the creation of new passive and active open spaces of a more urban nature throughout the downtown.	Mid	Medium	City, APC
2	Maintain and expand existing parking and open spaces throughout the downtown.	Long	Medium	City
3	Explore trail opportunities through the downtown that will enhance pedestrian connectivity within the downtown and to adjacent activity centers.	Long	Low	City

OBJECTIVE C: Add public art in the downtown.

Strategy	Strategy Description	Term	Priority	Responsibility
1	All planned development negotiations in downtown projects will include opportunities to expand public art in where appropriate, either by developers providing easements, placing money in escrow or adding art as a part of the project.	Long	Medium	APC, City, ART
2	All conventional rezone and special exception applicants shall be encouraged by staff to provide, where appropriate, opportunities for expanding public art in the neighborhood through developers providing easements, placing money in escrow or adding art as a part of the project.	Long	Medium	APC, City, ART

OBJECTIVE D: Promote downtown identity and a sense of place.

Strategy	Strategy Description	Term	Priority	Responsibility
1	The following prominent intersections are “gateways” to the downtown and should incorporate public art, downtown welcome signage and open spaces: State/Tapawingo, Tapawingo/River Road, Grant/State, Northwestern/Fowler,	Mid	Medium	City, Art

GOAL 5: DOWNTOWN SAFETY & INFRASTRUCTURE IMPROVEMENTS

OBJECTIVE A: Ensure the public infrastructure meets the needs of the downtown and that it is sufficient to meet current and future needs.

Strategy	Strategy Description	Term	Priority	Responsibility
1	Replace deteriorating infrastructure, sidewalks and alleys to provide a healthy and safe environment and facilitate increased pride and a positive image.	Long	High	City
2	Add well-marked crosswalks on all downtown streets.	Long	Medium	APC, City
3	Develop a priority list of sidewalk improvements to be shared with and augmented by the neighborhood residents and ensure all sidewalks and crosswalks meet minimum ADA requirements. Use CDBG funds for repair in order of priority.	Short	High	City
4	Ensure that all water mains, storm and sanitary sewers are of adequate size and in good condition to support the land uses and densities recommended in the future land use plan.	Long	High	City
5	Improve rainwater runoff in all alleys.	Long	Medium	City
6	Ensure proper stormwater management facilities and best practices are in place throughout the downtown to adequately manage stormwater in an environmentally friendly way.	Long	Medium	City

OBJECTIVE B: Ensure adequate on-street and off-street parking throughout the downtown and support safe routes for all modes of transportation.

Strategy	Strategy Description	Term	Priority	Responsibility
1	As the corridor develops, support the efforts of CityBus to plan and implement the expansion of transit services throughout the corridor.	Mid	High	APC, City, BUS
3	Increase parking fines throughout the downtown and periodically check to ensure the fine rates keep up with or are more severe than Purdue's parking fine rates.	Short	High	City

4	Investigate the possibility of adding parking meters in the downtown's mixed-use and commercial areas for expanded short-term parking during business hours	Mid	Medium	City
5	Increase police patrols for speeders and foot/bike patrols on weekends and game days.	Mid	High	City
6	Provide bus turn-outs at heavily used bus stops.	Long	Medium	BUS, City
7	Expand car-sharing and bicycle sharing programs in the downtown.	Mid	Medium	City
8	Add bus shelters at all heavily used bus stops.	Long	Low	BUS, City
9	Develop a public parking plan for downtown's future including on-street and off-street facilities.	Long	High	City, APC
10	Investigate zoning changes to parking requirements that include "parking ratio zones" in the downtown, designed to promote parking efficiency, encourage pedestrian-oriented development, and support alternative forms of transportation.	Short	High	City, APC

OBJECTIVE C: Ensure all transportation projects in the downtown are compliant with both this plan and the Complete Streets policies of the 2040 Metropolitan Transportation Plan.

Strategy	Strategy Description	Term	Priority	Responsibility
1	Periodically review the policies of the 2040 Metropolitan Transportation Plan to ensure they continue to meet the transportation needs of the community.	Long	Low	APC, City
2	Develop a long-term plan for infrastructure improvements to ensure the future land use plan's development areas can develop appropriately.	Long	Medium	City

OBJECTIVE E: Ensure the downtown is adequately served by trails and sidewalks and support the expansion of trails, sidewalks and all related pedestrian/bicycle infrastructure.

Strategy	Strategy Description	Term	Priority	Responsibility
1	Add well-marked bicycle lanes on all streets that bisect the neighborhood and ensure proper connectivity with city-wide destinations and activity centers.	Mid	Medium	City

OBJECTIVE F: Ensure that adequate safety lighting designed to serve pedestrians/bicyclists is present throughout the downtown.

Strategy	Strategy Description	Term	Priority	Responsibility
1	Ensure that all streets and alleys have adequate lighting.	Long	Medium	City
2	Implement a corridor-wide pedestrian/bicyclist lighting plan.	Mid	High	APC, City
3	Ensure proper funding for new and existing lighting infrastructure designed to serve bicyclists and pedestrians.	Mid	Medium	APC, City
4	As the corridor develops periodically review the lighting safety needs of pedestrians and bicyclists and implement changes to meet them.	Long	Medium	APC, City

Chapter 5: Transportation Improvements

Transportation Improvements

A Vision for Downtown Streets

Chauncey Village is the historic area of settlement in West Lafayette, long before the university was founded. The earliest development patterns and streets established in the early and mid-1800's laid the foundation for the current patterns that exists today. After a period of suburbanization in the 1950's and 1960's that largely emptied Chauncey Village of its historic downtown legacy, a renewed development interest in West Lafayette's downtown began to take shape in mid and late 1990's. This interest took the form of numerous mixed-use planned developments that emulated a more urban-styled aesthetic. The success of these projects spawned additional ones and then spread into the New Chauncey neighborhood to the north and the Levee neighborhood to the east. While the New Chauncey neighborhood was a well-established, historic and largely residential neighborhood with limited space for redevelopment opportunities without irreparably harming the neighborhood's historic character, the Levee neighborhood had no such encumbrances, since it developed later and mostly in a suburban fashion.

Seeing an opportunity to create a more urban environment that presently didn't exist, the city council approved two mixed-use planned developments in the late 1990's (River Market & Wabash Landing) and the Area Plan Commission adopted on December 16, 1998 Resolution T-98-7 which called for the extension of Tapawingo Drive north of Brown Street and termination at River Road. The purpose of this road improvement, as described in the staff report, was to essentially support and encourage the urban redevelopment of the Levee.

The success of these early planned developments and policy shifts on street infrastructure led to a city-driven planning effort called the *Levee Area Development Plan*. Adopted by the city in 2003 as a conceptual policy (though not formally adopted into the *Comprehensive Plan*), the plan brought together numerous stakeholders to consider the development potential of the Levee and develop street options to realize that potential, beginning with the extension of Tapawingo Drive.



A site layout plan showing the extension of Tapawingo Drive and potential locations for redevelopment (Levee Area Development Plan, 2003)

While the 2003 *Levee Area Development Plan* attempted to conceptualize a more urban vision for the Levee, its reliance on mostly surface parking areas and low-rise development patterns largely resulted in hybrid urban/suburban set of policy recommendations that failed realize a more complete urban vision for the Levee; one that seamlessly blends the Levee with the more intensely urbanized neighborhoods of Downtown Lafayette immediately to the east and Chauncey Village immediately to the west.

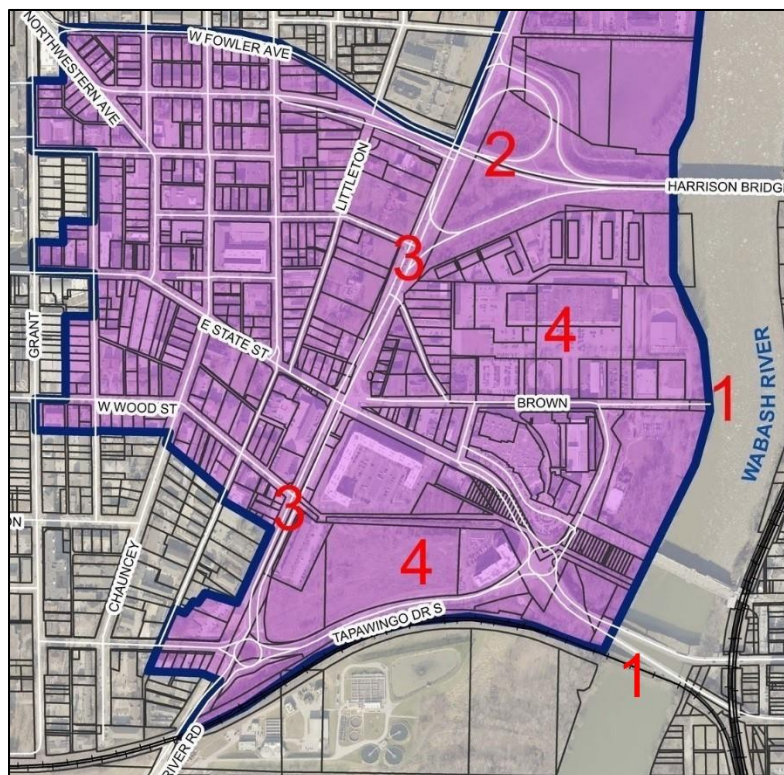
An Emerging Downtown Streetscape

Since the adoption 15 years ago of the *Levee Area Development Plan* by the city council, numerous changes have occurred in the most urban areas of West Lafayette. Among the most significant include:

1. *New Chauncey Neighborhood Plan*: Adopted in early 2013, the land use policies of this plan specifically directed the most intense development to Chauncey Village and the Levee.
2. Annexation of Purdue University: Accomplished late 2014, the city annexes the university campus area and a large area of Tippecanoe County along the city's western edge.
3. "Re-State", the State Street reconstruction project: Completed in late 2018, this reimagining of West Lafayette's main downtown thoroughfare into an urban boulevard contains on-street parking, improved streetscape elements and a cycle-track.
4. Private Redevelopment: Utilizing mostly planned development zoning, there have been number urban mid and high-rise mixed-use, residential and commercial developments approved, under construction, or completed in the downtown since the late 1990's.

To focus growth in the downtown as prescribed in the *New Chauncey Neighborhood Plan*, an orderly and logical network of street infrastructure must be in place so that the stage is set to accomplish the urban vision for West Lafayette's downtown; one that respects all modes of transportation and blends seamlessly with Downtown Lafayette. To accomplish this goal, the following improvements are prescribed by this plan and incorporated into its implementation strategies found in Chapter 4:

1. Wabash River Pedestrian Bridges
2. Harrison Bridge Interchange Reconstruction
3. River Road Roundabouts
4. Levee Street Grid



Wabash River Pedestrian Bridges

Two pedestrian bridges are proposed to connect Lafayette with West Lafayette in the Wabash River Enhancement Corporation's *Two Cities, One River: Master Plan for the Wabash River Urban Corridor*. As detailed in this 2011 document, the two proposed bridges are meant to expand the connectivity options for pedestrian and bicyclists originally established in the mid 1990's with the repurposing and opening of the John T. Meyers Pedestrian Bridge. As a matter of policy, this plan supports the inclusion of these two proposals along with continued maintenance and improvements to the Meyers bridge:

The Rail Bridge

Originally built for two tracks, this historic railroad bridge presently only uses one side of the bridge for rail service. The proposal would (at right) involve installing guard rails and a path for pedestrians and bicyclists on the unutilized side, allowing for a new connection point for an expanded trail system on both sides of the river.



An artist's rendered image of the proposed "Rail Bridge" bicycle and pedestrian bridge (WRT)



An artist's rendering of the proposed cable-stayed pedestrian bridge over the Wabash River at Brown Street (WRT)

Harrison Bridge Interchange Reconstruction

Built approximately fifty years ago, the interchange at River Road and the Harrison Bridge has been a major obstacle to creating a more pedestrian-oriented downtown environment for West Lafayette. To address this issue, recapture developable land, and improve safety for all modes of transportation, this plan endorses two options for the reconstruction of the Harrison Bridge interchange.

Option 1: Bridge Roundabout

As shown below, this option involves constructing a roundabout at grade with the Harrison Bridge. The roundabout design is of a similar scale to those presently located at Tapawingo/State and River/Williams. In this scenario, the eastbound on-ramp from River Road to the bridge and the eastbound off-ramp from the Salisbury/Wiggins-Fowler intersection to River Road are removed. The clover leaf on-ramp and westbound off-ramp (from the bridge to River Road) would be reconstructed to align with the new roundabout entrance.

While parts of the interchange would still be in place, including the overpass, certain significant improvements and benefits come with this option. Among them include:

1. Construction costs = with this scenario, there would likely be no right-of-way acquisition needed as the roundabout could be constructed within existing right-of-way extents; a notable cost savings.
2. Land freed for development = the elimination of the eastbound on-ramp from River Road to the bridge frees up a significant amount of acreage for development in the Levee.
3. Littleton Road reconnection = the elimination of the eastbound off-ramp would allow Littleton Road to reconnect to the street grid, allowing for either a full signaled intersection or two right-in/right-outs divided by a raised median at the Fowler/Wiggins intersection.



Option 2: Intersection Roundabout

As shown below, this option involves constructing a roundabout at the River Road intersection. As with option 1, the roundabout design is of a similar scale to those presently located at Tapawingo/State and River/Williams. In this scenario, the entire interchange is removed. At the intersection, the grade of River Road would be raised, and the grade of Fowler/Wiggins would be lowered to a point where both roadways meet at a roundabout; all while allowing for sufficient grading for the approaches to the new intersection.

The removal of the grade-separated interchange would completely alter the streetscape and create an arguably safer environment for all modes of transportation. Despite a likely increase in construction costs due to right-of-way acquisition and grading, there are many benefits with this option. Among them include:

1. Land freed for development = the elimination of the interchange and relatively limited right-of-way acquisition would free up an even larger amount of acreage for potential development east of River Road north of the bridge, and in the Levee south of the bridge.
2. Traffic safety = the roundabout would cause vehicles entering the intersection to slow, which is not only proper in an urban setting, but highly beneficial to increasing the safety of all non-motorized modes of transportation traversing the intersection.
3. Littleton Road reconnection = the elimination of the eastbound off-ramp would allow Littleton Road to reconnect to the street grid, allowing for two right-in/right-outs divided by a raised median at the Fowler/Wiggins intersection. A signalized intersection at Littleton/Fowler/Wiggins would not make sense in this scenario given the proximity to the roundabout.



River Road Roundabouts

River Road is an important artery through West Lafayette's downtown. It divides the two neighborhoods of West Lafayette's downtown (Chauncey Village to the west and the Levee to the east) and serves them by being the most direct connector to I-65.

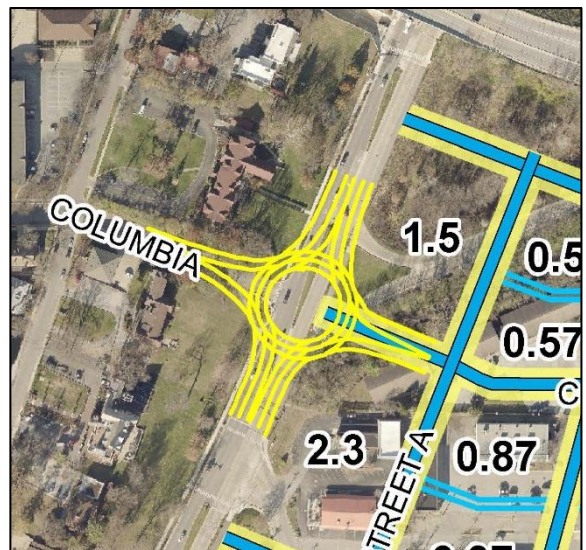
Designated as a primary urban arterial in the *Thoroughfare Plan*, maintaining efficient vehicle movement while accommodating the needs of non-motorized modes of transportation has been and will always be the most important goal in considering changes to how River Road relates with a downtown, urban environment.

Keeping this goal in mind, this plan recommends that the following two improvements to River Road be studied further in the light of proposed improvements to the Harrison Bridge interchange mentioned earlier in this chapter:

Columbia Street Roundabout

Better connecting Chauncey Village with the Levee so that both neighborhoods function more like a unified and better-connected downtown is one important goal of this plan. Extending Columbia Street into the Levee is one way to provide that improved connectivity.

As shown at right, the proposed roundabout at Columbia/River would slow traffic, improve safety for non-motorized traffic crossing River Road, and still allow for a free flow of traffic. Construction costs relative to potential right-of-way acquisition and grading are two important feasibility issues to consider as well as this proposal's relationship to a proposed Harrison Bridge/River Road roundabout.



Wood Street Roundabout

Similar to the proposed Columbia Street roundabout, this proposed Wood Street roundabout at River Road (shown at left) would also provide a critical connection point between Chauncey Village and the Levee. There would appear to be enough spacing between the Williams Street roundabout to the south and the State Street intersection to the north to make this proposed improvement practical.

Construction costs relative to potential right-of-way acquisition and grading appear to be main feasibility issues with this proposed improvement.

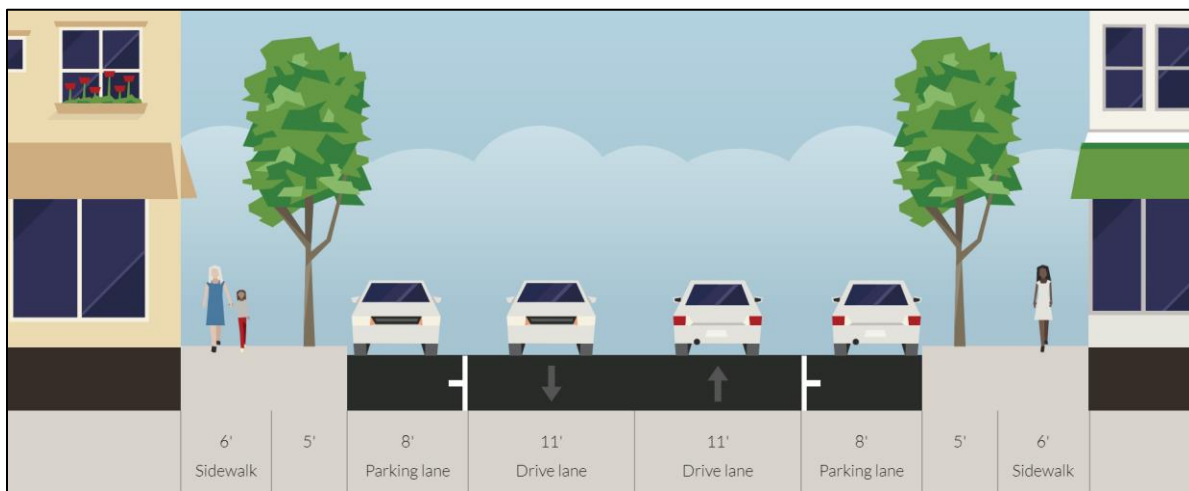
Levee Street Grid

Having developed over the decades (up until the late 1990's) in a largely suburban fashion, the Levee neighborhood, in order to develop as an urban downtown, must have proper street infrastructure that is logically planned, sensitively implemented, and rooted in improving the quality of life and economic health of the city. To accomplish these goals, this plan recommends as a matter of policy the creation of a network of grid streets in the Levee that connect with the established grid in Chauncey Village and, via the Wabash River bridges, the grid in downtown Lafayette. This proposed street grid is to be phased using a “near-term” and “long-term” set of strategies designed to more organically implement the final vision.

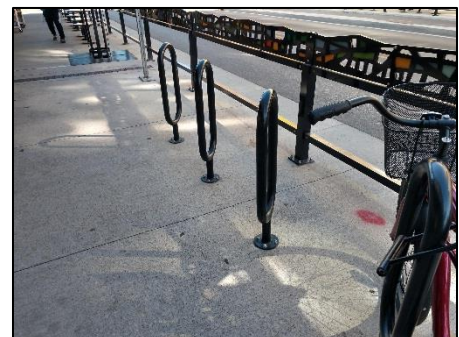
An Urban Street

Apart from the two primary arterials running through the Levee (State Street and River Road) and existing Tapawingo Drive which naturally require a wider right-of-way extent to accommodate turn lanes, bike lanes, enhanced streetscape elements etc., a typical Levee street shall generally have a 60' right-of-way width and contain the following elements as shown in the street section image below:

- 11' total sidewalk on both sides of the street containing: 0.5' wide curb, 4.5' wide ADA street tree grate, 6' wide clear sidewalk, 8' parking lane on both sides of the street, 11' travel lane in both directions.



It is also expected that the streetscape of these new streets will contain outdoor seating, trash cans, bike parking loops, etc. as shown below:



The Near-Term Levee Street Grid

The purpose of dividing the complete vision of a Levee grid street network into near and long-term components is simply to work with the realities on the ground: The Levee is made up of both old and new development and so land that is undeveloped, underdeveloped and/or where unimproved right-of-way exists represents the “lowest hanging fruit” for establishing the first segments of the grid.

In the near-term (defined as being within the next 10 years from the date of this plan’s adoption), this plan recommends the following improvements to the southern half of the Levee (south of State Street):

1. Extend Roebuck Drive south to Tapawingo Drive and create a full, signalized intersection at State Street.
2. Extend Wood Street from River Road to the new segment of Roebuck Drive utilizing (as much as possible) existing unimproved right-of-way.
3. Add either a full signalized intersection, roundabout, or two right-in / right-outs for Wood Street at its intersection with River Road.



The Long-Term Levee Street Grid

The northern half of the Levee (north of State Street) encompasses the long-term portion of the grid. Being more developed than the southern half, it has many established uses that will likely remain for many years (and decades) to come. But as right-of-way is acquired by the city through either dedication resulting from redevelopment efforts or through direct purchase by the city, it is anticipated that the northern half of the grid take shape over the course of many years. In the long-term (defined very broadly as being greater than 10 years from the date of this plan's adoption), this plan recommends the following improvements to the northern half of the Levee:

1. Extend Roebuck Drive and Tapawingo Drive north of Brown Street to a new street that sits parallel to the Harrison Bridge and connects to River Road likely as a right-in / right-out intersection.
2. Extend Columbia Street from River Road to the new segment of Tapawingo Drive and add either a full signalized intersection, roundabout, or two right-in / right-outs for Columbia Street at its intersection with River Road.
3. Create a new east-west street between Columbia and Brown Streets that runs from River Road (likely as a right-in / right-out intersection) to Tapawingo Drive.
4. Create a new north-south street between Roebuck and Tapawingo Drives that runs from Brown Street to the new street that sits parallel to the Harrison Bridge.
5. Create a new north-south street between River Road and Roebuck Drive that runs from State Street to the new street that sits parallel to the Harrison Bridge. Note: this street would likely be one-way north from State Street to Brown Street only for traffic safety purposes on State Street.
6. Add 15' wide minimum vehicular alleys generally as shown below.

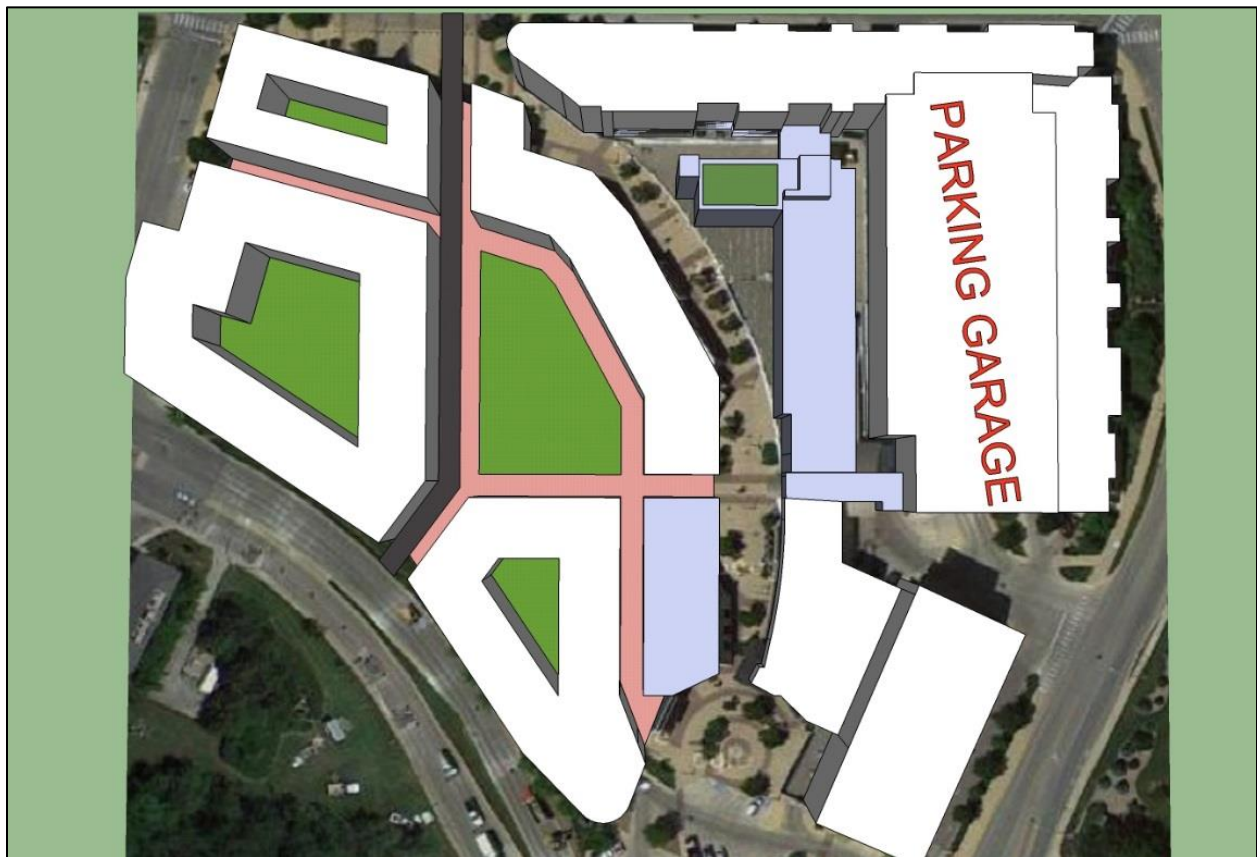


Wabash Landing's Future

Approved and constructed in the late 1990's, Wabash Landing was a pioneering project that first introduced urban development standards into the Levee, replacing a suburban-style, vehicular-oriented department store with a more pedestrian-oriented, mixed-use development. The project is divided roughly in half by a pedestrian alley promenade. At the time of this plan's writing, part of the eastern half of the promenade was under redevelopment, increasing the multi-family residential density with a multi-story building that replaced a single-story commercial building. This along with the existing city garage will likely mean the east half of the promenade will remain "as-is" for quite some time.

The west half of the promenade, however, does constitute a potential redevelopment opportunity in the years ahead. Presently improved by a single-story commercial building containing restaurants, retail shops, offices, and a movie theatre, the sheer amount of prime State Street frontage acreage this building's land comprises could easily be redeveloped and intensified by likely two or three multi-story projects; an urban intensity well-suited to State Street. To that end, this plan presents the following example of a redevelopment scenario that incorporates some basic infrastructure elements: alleys, pedestrian walkways, and open green spaces. Note: This redevelopment example of Wabash Landing's "west half" is purely hypothetical and the following component parts could be modified any number of ways to better facilitate the overall site's redevelopment:

1. Expand the pedestrian promenade into multiple paths to break the site up and provide a more clear and direct path for pedestrians to the parking garage.
2. Add a 15' wide minimum vehicular alley running north to south from Brown to State Street in order to break up the site and provide vehicular access to parking structures and service areas.



The Complete Vision

The image below illustrates the complete vision for the Levee street grid and identifies which streets shall be classified as “collectors” (highlighted in green) per the *Thoroughfare Plan* which would require right-of-way dedication and construction by done by the developer, developing as a matter of right and subdividing land under the *Unified Subdivision Ordinance* or developing under planned development regulations in the *Unified Zoning Ordinance*. Non-collector streets would be dedicated and constructed either through developments utilizing planned development zoning or through direct purchase by the city.



Chapter 5: Future Land Uses

Future Land Use Plan

West Lafayette's downtown is a complex area. Divided into two distinct neighborhoods by topography and history (Chauncey Village and the Levee), uniting them into a cohesive developed whole that relates seamlessly with adjacent neighborhoods, Purdue University, and downtown Lafayette demands an equally sophisticated future land use strategy. The Future Land Use Plan, consisting of historic preservation and utility policies, land use classifications, and a Future Land Use Map is intended to set policy and act as a guide for development of the corridor. The Plan does not affect the existing uses of property, but influences changes in zoning, future development proposals, requests to rezone property, and requests for variances and special exceptions from the ABZA.

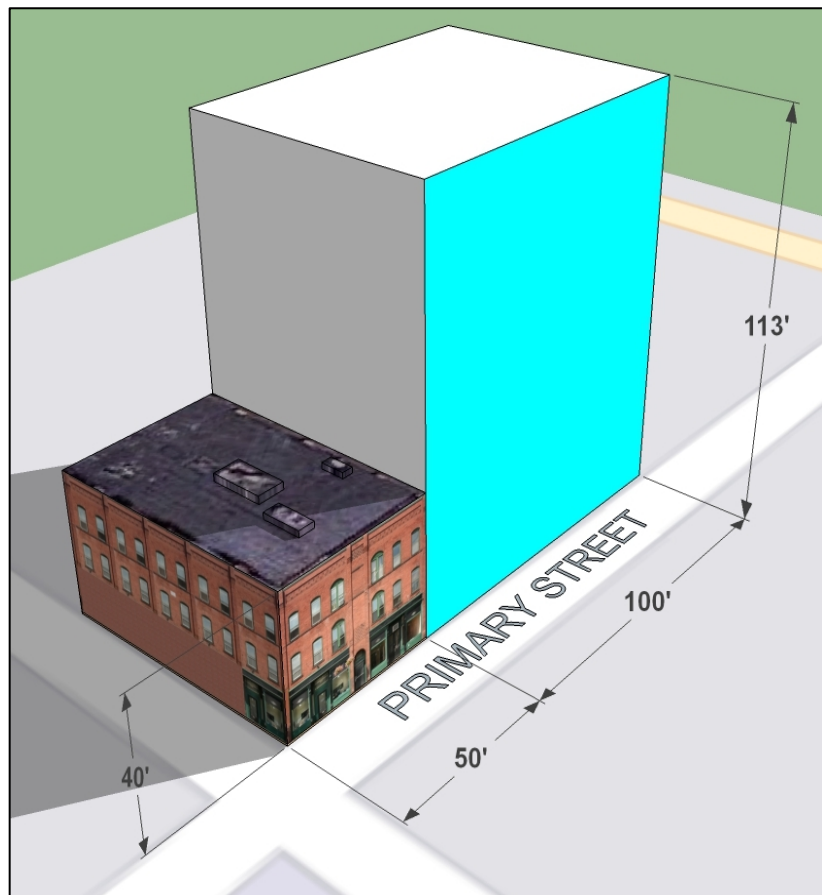
Developing Within a Historic Context: The Problem

As identified in chapter 2 of this plan, numerous historic structures are found in the downtown. Located primarily in Chauncey Village, maintaining the structural integrity, legacy, and utility of these historic buildings is of prime importance to the city. While preserving the buildings themselves typically falls under a municipality's local historic district ordinance (something this plan recommends the adoption of for Chauncey Village), it is new development immediately adjacent to these historic structures that can have a tremendous impact on the future viability on a historic building.

The example to the right illustrates the problem: A new 113' high-rise building (roughly 10-stories and colored blue) is constructed next to a 40' low-rise (3-story) historic building.

The sheer mass of the new 10-story building clearly overwhelms the historic building in the eyes of a typical passerby, diminishing the historic building's former prominence, particularly along its primary street frontage (primary street being defined as the street on which a building's "architectural front" and main entrance are typically located).

Over time, historic buildings in situations like these steadily appear more out-of-place in their own urban context until eventually calls arise to bring them down in favor of a development pattern more to scale with newer development.

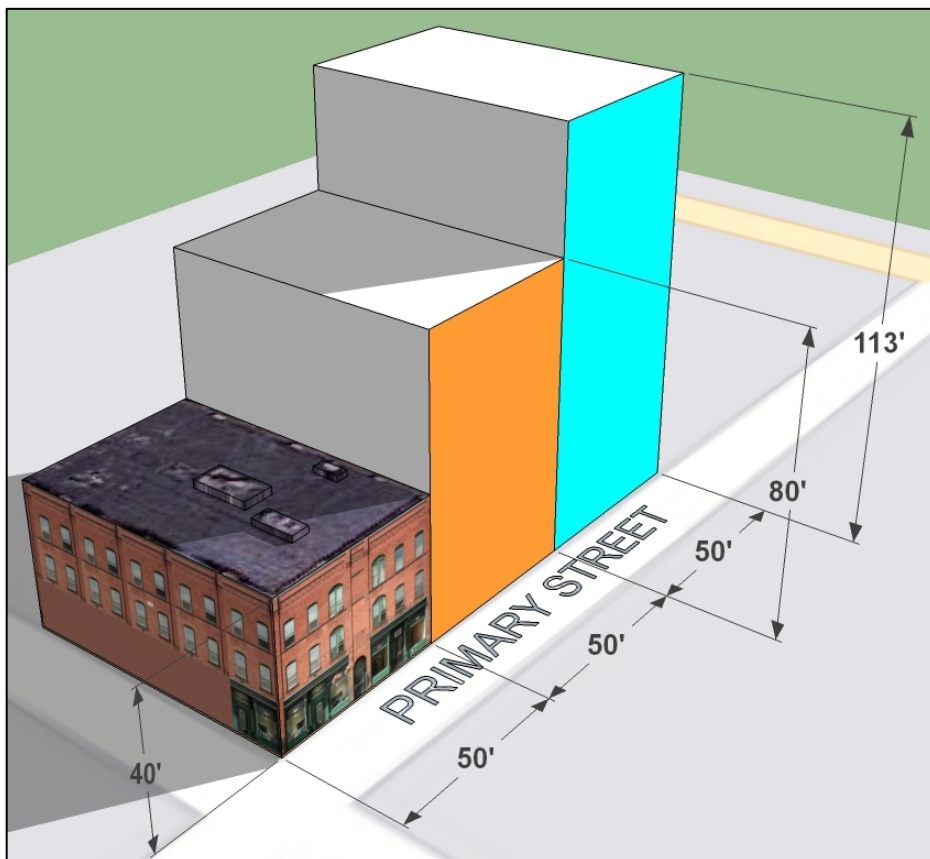


Developing Within a Historic Context: A Policy of Deference

To address the problem of preserving the legacy of historic buildings in a developing downtown, this plan promotes the following policy with respect to how new development relates to an adjacent historic building.

As illustrated at right, the new building remains adjacent to the same 40' low-rise (3-story) historic building but now has two component parts:

1. In orange = this portion of the new building is limited to 2-times the height (80' max) of the historic building for the width of the historic building at its primary street.
2. In blue = the remaining portion of the new building is now free to rise to its originally planned height (10-stories).



In this example illustration, by reducing the originally planned height and mass of a portion of the new building, there is more of a “stair-stepping” effect created by the new building; gradually rising from the height of the historic building’s 40’ (3-stories) to the new building’s first step of 80’ (6-stories) before finally reaching the new building’s maximum height of 113’ (10-stories). This is in stark contrast to the earlier example illustration of the 40’ historic building next to a 113’ new building in which no such step is provided. For instances where property line setbacks apply to buildings, this same policy shall be employed, taking into account the required building setback and then employing the “stair-stepping” technique.

Ultimately, this design policy of “deference” towards historic buildings accomplishes two goals: It allows new development to take place next to identified historic buildings, but also places reasonable restrictions on the height and mass of a new building so as to not overwhelm the historic building. By implementing this policy for all new construction, the downtown can confidently redevelop without diminishing the importance and prominence of its most cherished historic buildings.

Concerning Overhead Utility Lines

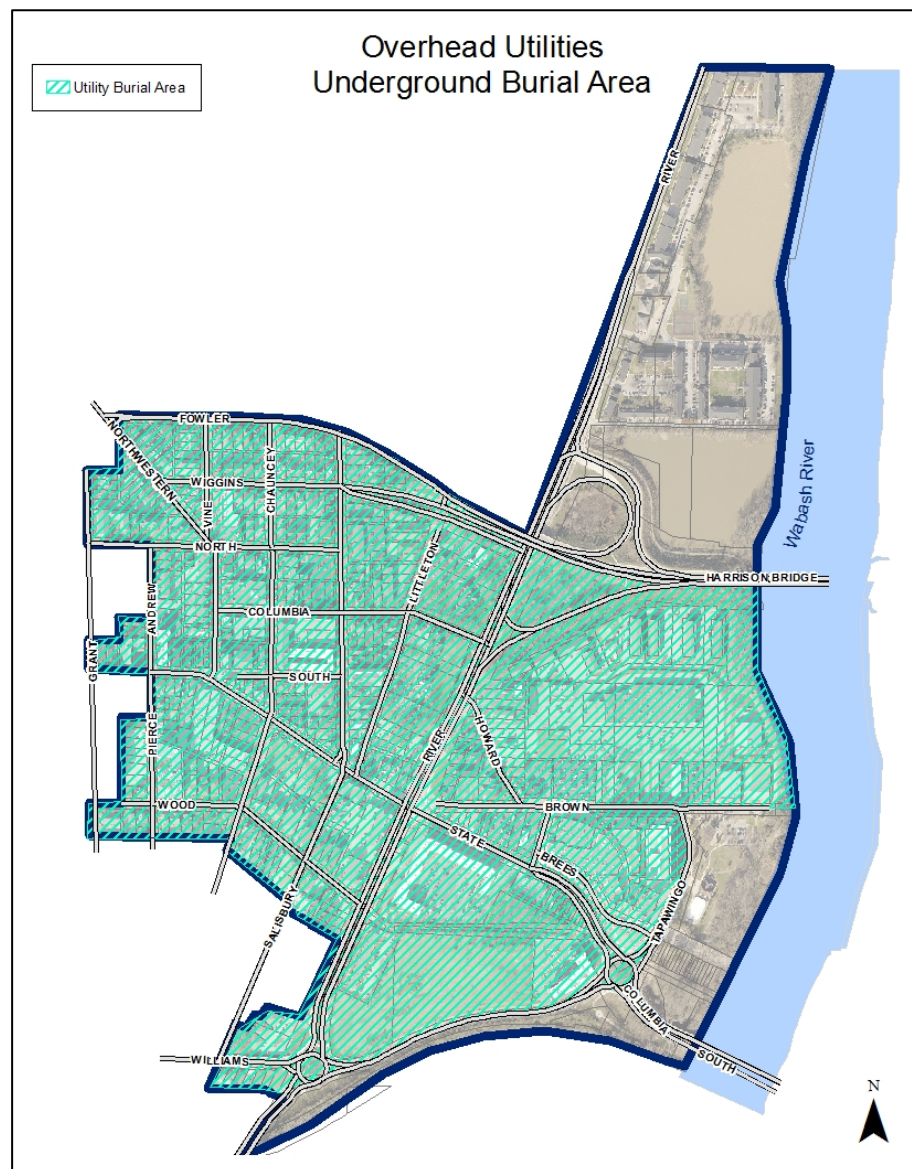
Adequate utility infrastructure is an indispensable component to a developing downtown. Appropriately placed and sized utilities ensure the continued growth and sustainable redevelopment of a growing downtown. Appropriately handling the placement of overhead utilities is equally important. Though more expensive than traditional overhead utility lines on poles, the benefits of burying overhead utility lines, in the long run, far outweigh the immediate costs. The benefit of burying power lines alone includes:

- Lower transmission losses;
- They have a greater ability to absorb emergency power loads;
- Lower maintenance costs;
- Buried power lines emit no electric field and can be engineered to emit a lower magnetic field than an overhead line;
- A narrower band of land is required for installation, and;
- Buried lines are less susceptible to the impacts of severe weather.

Some of the benefits to the streetscape and public realm are obvious: fewer obstructions for pedestrians and vehicles, no entanglements with urban vegetation, and increased safety for the public with no threat of “downed lines”.

Therefore, to promote a safer downtown with a more orderly streetscape and to ensure the reliable delivery of public and private utilities, this plan promotes the following overhead utility “burial area”.

As illustrated at right, virtually the entire Chauncey Village and Levee have been included in in overhead utility burial area. Areas excepted out are due to either the presence of existing primary transmission lines or being outside of the core area of downtown.



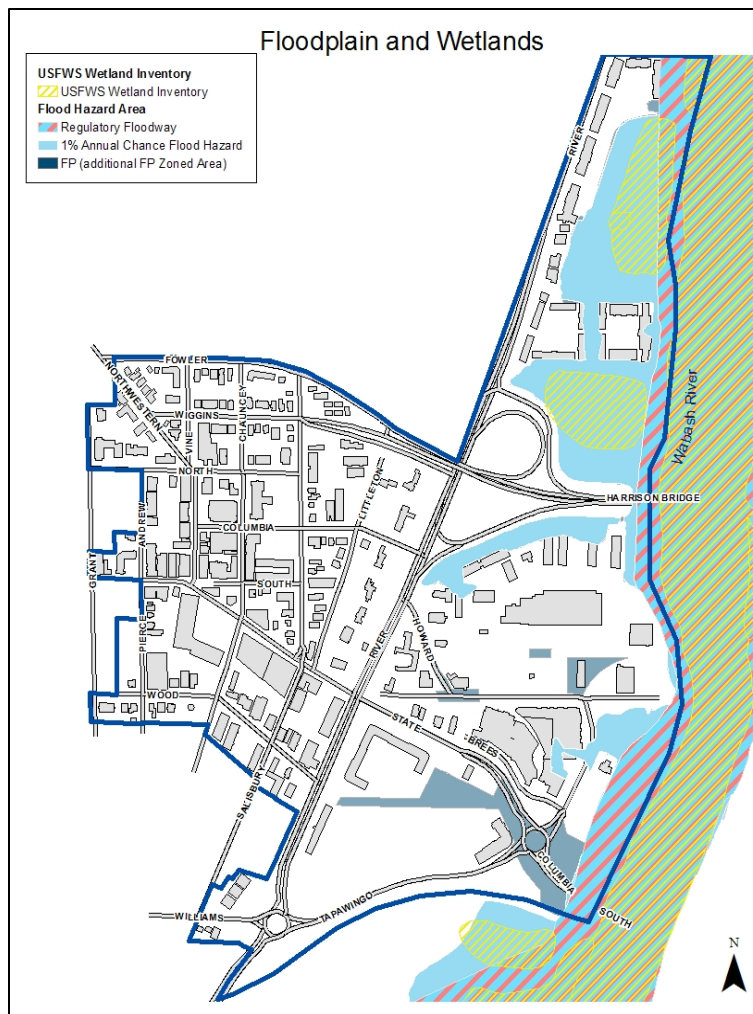
Concerning Floodplains

The Levee has always had to deal with periodic inundation from the Wabash River. While the city has taken many measures over the years to improve stormwater management in this area, if the downtown is to truly thrive per the recommendation of this plan, there yet remain much to address.

As shown in the map at right both the 100-year flood plain (1% area) and the remaining FP zones constitute the principle areas of what some may consider to be potential development obstacles in the Levee, especially when one accounts for the proposed grid system of streets for the Levee.

But rather than treat these areas as obstacles, this plan instead chooses to promote them as opportunities. By studying these areas through the Floodplain Certification process in the UZO, it is possible additional land will be reclaimed from the FP zone. Moreover, existing and newly certified floodplain lands could be consolidated as a mitigation measure, into multiple regional stormwater management facilities. In addition, all new structures east of River Road will be built to flood protection grade to minimize future flooding potential.

These facilities could take the form of either multiple, small park spaces or even larger, wet-pond features that are integrated into park spaces (shown below). As a matter of policy this plan supports studying this concept and adjusting the proposed Levee street grid to accommodate as needed.



Future Land Use Categories - Overview

The following future land use categories are designed to illustrate degrees of urban character and to provide a general guide for how the downtown should develop. They are not intended to correspond to any existing zoning district currently available in the *Unified Zoning Ordinance* (though some may), but rather are designed to set clear ground rule policy for how the downtown should develop and establish limits to development intensity. In so doing, the downtown will successfully be able to transition into its surrounding neighborhoods in a more logical fashion.

Following the future lands use category descriptions/illustration are a series of maps and block-by-block descriptions designed to provide even greater detail about the sort of development desired for a specific area of the downtown.

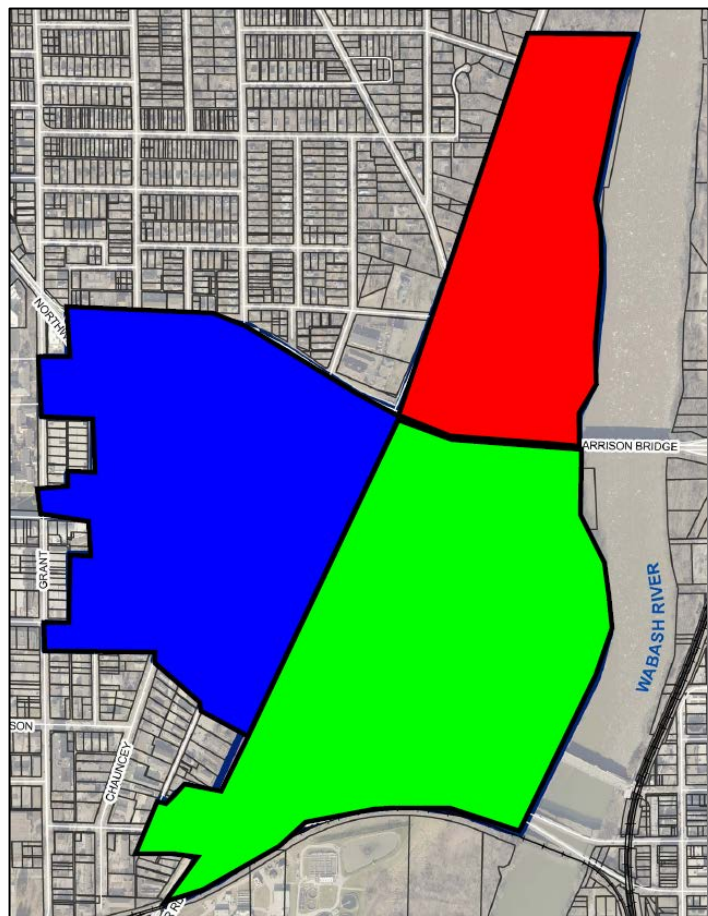
In order to provide a more detailed analysis of the future land use plan and to provide greater clarity, the downtown is divided into three areas. As identified in the map at right, the three areas are:

- Chauncey Village (in blue)
- Levee (in green)
- Levee North (in red)

Chauncey Village and Levee North have a single future land use map each with an accompanying block-by-block narrative. For the Levee, the future land uses are dividing into two scenarios: Near-term and long-term.

The near-term scenario establishes future land use policy for the next 10 years from the date of this plan's adoption. Connected with the implementation of the Levee street grid in Chapter 5 of this plan, the near-term scenario sets future land use-policy in areas of the Levee where the street grid can be more easily implemented (the undeveloped areas south of State Street for example).

The long-term scenario establishes future land use policy for an undetermined and extended period beginning 10-years after date of this plan's adoption. The long-term scenario assumes virtually all the planned Levee street grid is in place. It is acknowledged by this plan that individual development projects and evolving city priorities concerning implementing the Levee street grid may alter some of the future land use plan's assigned land use categories' extents. This is generally acceptable as this plan is ultimately meant as a guide establishing a general intent for future development.



Future Land Use Categories - Descriptions

The following list of future land use categories describes, in general terms, the land use future for the downtown. The details of each category description are found after this list and include example illustrations. Residential densities are not specifically prescribed as they can be adequately controlled by building height limitations, required parking, and other development standards controlled by zoning. As a matter of policy, all land use categories may contain quasi-public uses (churches, institutional uses, etc.) and public uses (government, schools, etc.). Following the descriptions are the future land use maps themselves in the following order: Chauncey Village, Levee (near-term), Levee (long-term), Levee North, and the “complete vision” map which assembles all the part of downtown (Chauncey Village, Levee (long-term), and Levee North).

Conservation / Recreation

This classification contains areas for active and passive recreation that are appropriately sized for urban settings and multi-functional in their design, encouraging a host of activities. As a matter of policy, this category may be extended onto any property in the corridor, regardless if the property is a public park or a privately-owned space with a public access easement over it. Also, this plan supports all certified flood-plain zones having this classification.

Urban Historic Residential

This classification promotes the protection or, if vacated, repurposing of the existing fraternity houses north of State Street between Littleton and River Roads. With two of the mansions in this overall block separated by Columbia Street achieving a rank of “outstanding” in the *Interim Report*, this category is designed to support redevelopment that can fit into this historic context. Changes of use are also supportable so long as the historic integrity of the block is maintained.

Downtown Riverfront

This classification promotes appropriate riverfront and near-riverfront development in the Levee and North Levee. It is designed to transition to and from Downtown Lafayette seamlessly while blending with Chauncey Village and the New Chauncey neighborhood. A variety of residential, office, entertainment, and retail uses are appropriate in this classification.

Downtown Edge

This classification is designed to promote an appropriate transition to and from adjacent, lower-density, residential neighborhoods with an appropriate mix of residential uses.

Downtown Village

This classification is designed to transition to and from the Downtown Core classification. It supports a diverse mix of residential and non-residential uses and is well-suited to areas of the downtown with a concentration of historic structures.

Downtown Core

This classification promotes a lively, intense urban environment providing downtown commercial uses, dense residential uses and a variety of mixed-use environments. Development intensity reaches its peak in this category and is limited only by transitions to adjacent land use categories and the Airport Overlay.

Conservation / Recreation

LAND USE DESCRIPTION

- Areas for active and passive recreation that are appropriately sized for urban settings and multi-functional in their design, encouraging a host of activities.
- Uses restricted to those permitted in the Floodplain (FP) zoning district (for those areas zoned FP) or those that fall within the definition of a **Public Park**, per the Unified Zoning Ordinance.



Urban Historic Residential

LAND USE DESCRIPTION

- This classification promotes the protection of existing fraternity houses and mansions that contribute to the historic character of the downtown.
- If vacated, the buildings specifically identified by address in the future land use narrative should be repurposed in order to maintain their structural and historic integrity.
- Acceptable uses in a “repurposed” building scenario include: hotel, multi-family, office, live-work, condominium, or institutional/public/quasi-public uses.
- New construction should contribute to the historic character of the downtown as these historic mansions have, not exceed four-stories, and seamlessly blend in with the historic context.



Downtown Riverfront

LAND USE DESCRIPTION

- This classification promotes appropriate riverfront and near-riverfront development in the Levee and North Levee supporting a diverse mix of residential, office, entertainment and retail uses.
- Development immediately adjacent to floodplains and riverfront areas should be designed incorporating open-spaces and gathering spaces that directly interface with them.
- Building Heights: no minimum, 10-story maximum
- Parking should be in structured environments (above or below grade) with limited surface lots.
- Mixed-use buildings should reserve the ground floor for non-residential uses and residential loobbies.



Downtown Edge

LAND USE DESCRIPTION

- An downtown-periphery area designed to promote an appropriate residential transition to adjacent, lower-density, primarily residential neighborhoods
- Acceptable uses includes a variety of residential types including single-family attached, duplex, multi-family, and condominiums
- Building Heights: 2-story minimum, 5-story maximum with parking in structures, rear-loaded garages and limited surface lots.



Downtown Village

LAND USE DESCRIPTION

- This classification is designed to transition between the Downtown Core and Edge classifications.
- Ground Floor: Retail, service, offices, residential lobbies, entertainment, and restaurant uses.
- Upper Floors: Residential, service, and office uses.
- Building Heights: 2-story minimum, 7-story maximum.
- Parking should be located in structured or shared-structured environments.



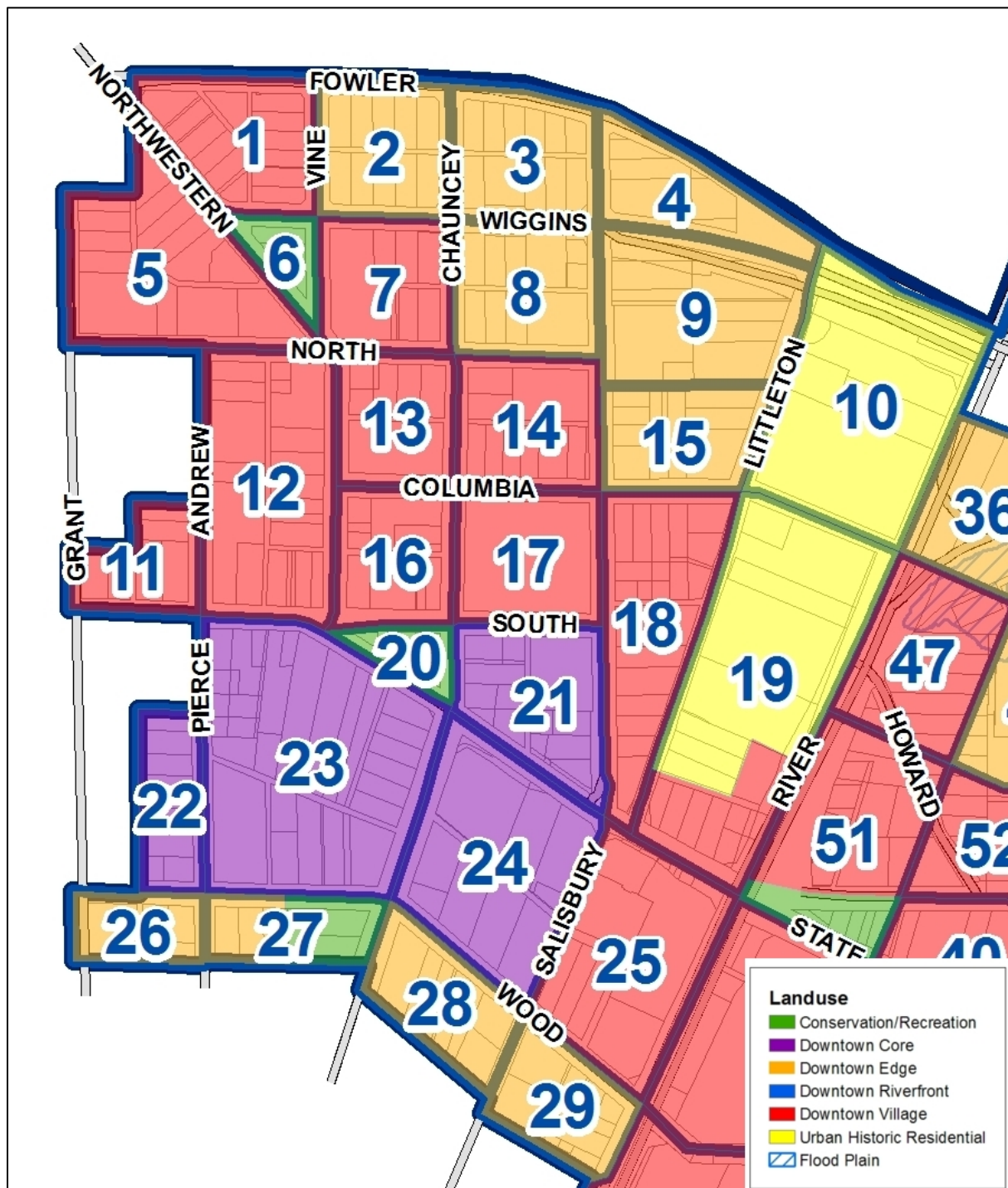
Downtown Core

LAND USE DESCRIPTION

- This classification promotes a lively, intense urban environment providing downtown commercial uses, dense residential uses and a variety of mixed-use environments.
- Building Heights: 3-story minimum, FAA & Airport Overlay height limitations control maximum building height.
- Ground Floor: Retail, service, offices, residential lobbies, entertainment, and restaurant uses.
- Upper Floors: Residential, service, and office uses.
- Parking should be located in structured or shared-structured environments.



Future Land Use Map – Chauncey Village



Future Land Use Map Narrative – Chauncey Village

OVERVIEW

Chauncey Village is the historic heart of West Lafayette’s downtown. Given this legacy, the future land uses programmed for the blocks of Chauncey Village reflect both its prominence and history. As shown on the future land use map, State Street is the spine of this downtown neighborhood, with the intersection at Northwestern Avenue roughly being its epicenter. It is from this point that the higher intensity land uses are found. The “Downtown Core” land use category is mostly found on or just off State Street, providing for a concentration of higher-intensity development in the core area of the West Lafayette’s central business district. From the core, the development intensity begins to diminish with the “Downtown Village” and “Downtown Edge” categories surrounding the core and providing necessary land use transitions to the less intensely developed near-downtown neighborhoods that surround Chauncey Village. The “Urban Historic Residential” and “Conservation/Recreation” categories round out the list and are strategically placed to respectively protect the historic character of fraternity mansions on Littleton Road and build upon existing urban open space areas for future generations.

The following analysis contains block-by-block descriptions of the future land uses for Chauncey Village. Historically significant structures are accounted for in this block-by-block analysis by street address, showing a preference for the preservation of all “notable” and “outstanding” architectural examples.

BLOCK 1 – (Northwestern Avenue, Fowler Avenue, Wiggins Street, and Vine Street)

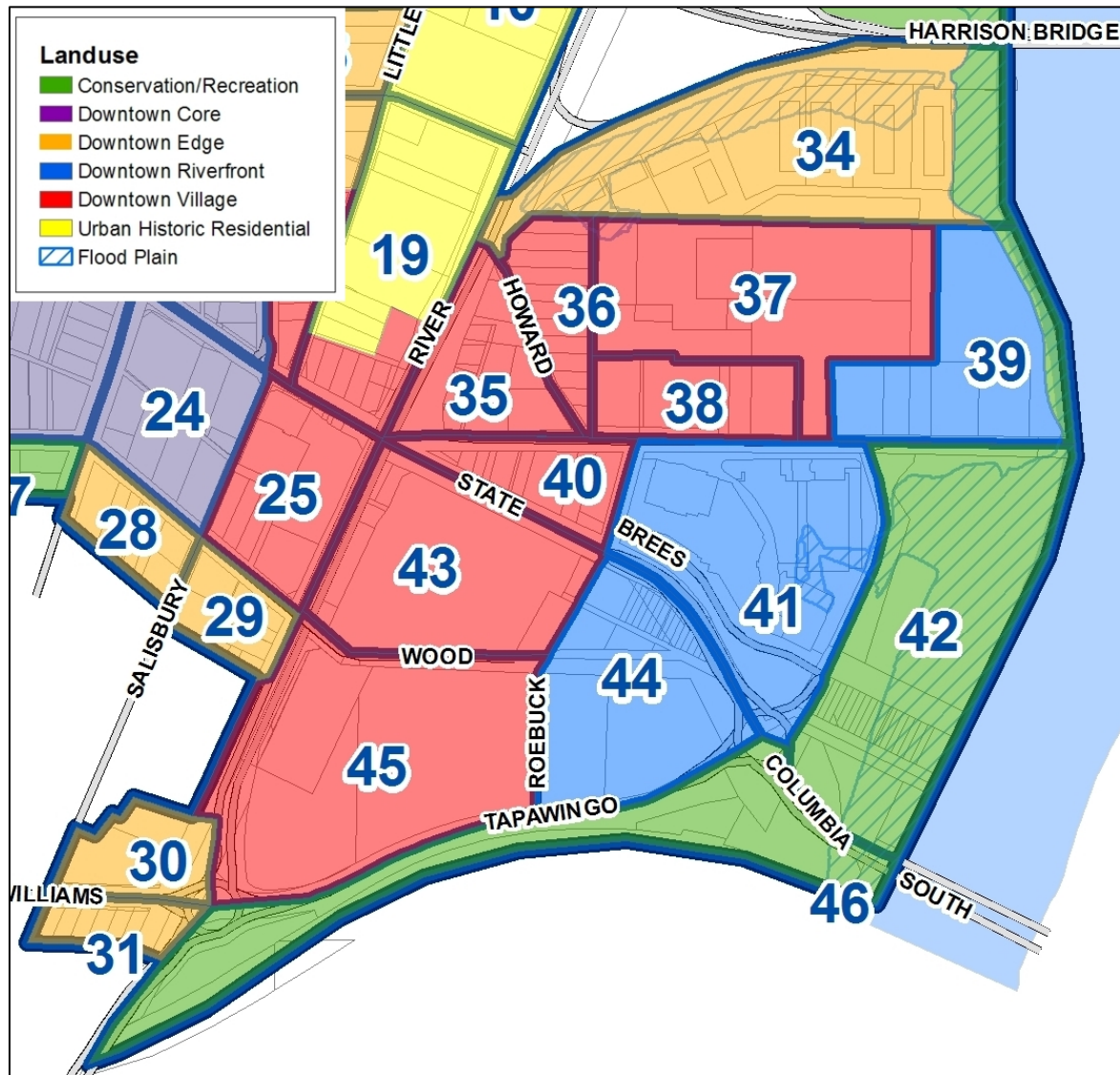
This block is at an important crossroads in terms of both the road network and the established land use pattern. All the streets bounding this block (except Vine Street) are primary arterials according to the *Thoroughfare Plan*. While the high level of traffic volumes experienced on these roads would normally demand a corresponding future land use development pattern, the presence of a notable historic structure and the fact that this block immediately borders the New Chauncey neighborhood necessitates a more deferential land use future.

The future land uses planned for this block are designed to provide appropriate and harmonious transitions between the university, New Chauncey neighborhood, and the more intense downtown blocks to the south. Downtown Village is planned for the entire block. As planned uses north of Fowler Avenue, in the New Chauncey neighborhood, include both mixed-use and multi-family but recommends limiting building heights from roughly 4 to 6 stories, this plan would recommend a typical building height of 5-stories maximum (where possible given the historic building). Exceeding this height, per the land use description, could only be permissible if the building were located and oriented at the Wiggins Street/Northwestern intersection and stepped down to 5 or fewer stories for the rest of its road frontage. The prominent corner at Fowler Avenue and Northwestern Avenue should incorporate an urban open space (privately-owned with dedicated public access easement) amenity.

Architecturally, along Northwestern Avenue and Wiggins Street is where the non-residential and mixed-use buildings should be. For the Fowler Avenue and Vine Street, multi-family buildings should predominate. Any redevelopment on this block should make use of existing alleys to provide rear-loaded vehicle access, minimize street curb cuts and protect the pedestrian orientation of the streetscape.

- Historic Preservation: Important structures that are encouraged to be saved, rehabilitated and reutilized include: 311 W Fowler Avenue planned for DV.

Future Land Use Map – Levee (Near-Term)



Future Land Use Map Narrative – Levee (Near-Term)

OVERVIEW

The Levee is an important connecting piece of the downtown puzzle. Being located between Downtown Lafayette and Chauncey Village, its land use future is rooted in both unifying the downtowns of both cities while capitalizing on its riverfront heritage. As shown on the future land use map, State Street is east-west spine of this downtown neighborhood, with the Levee roughly being divided in half by it. River Road and the Wabash River forms the western and eastern boundaries respectively.

In this “near-term” land use future (within the next 10-years from the date of this plan’s adoption), the street grid is limited to an already approved street (Tapawingo Drive North Extended) and the proposed extension of Roebuck Drive and Wood Street into the large block bounded by River Road, State Street and Tapawingo Drive. The exact alignment of these new streets has yet to be studied, so their locations illustrated on this plan are subject to change.

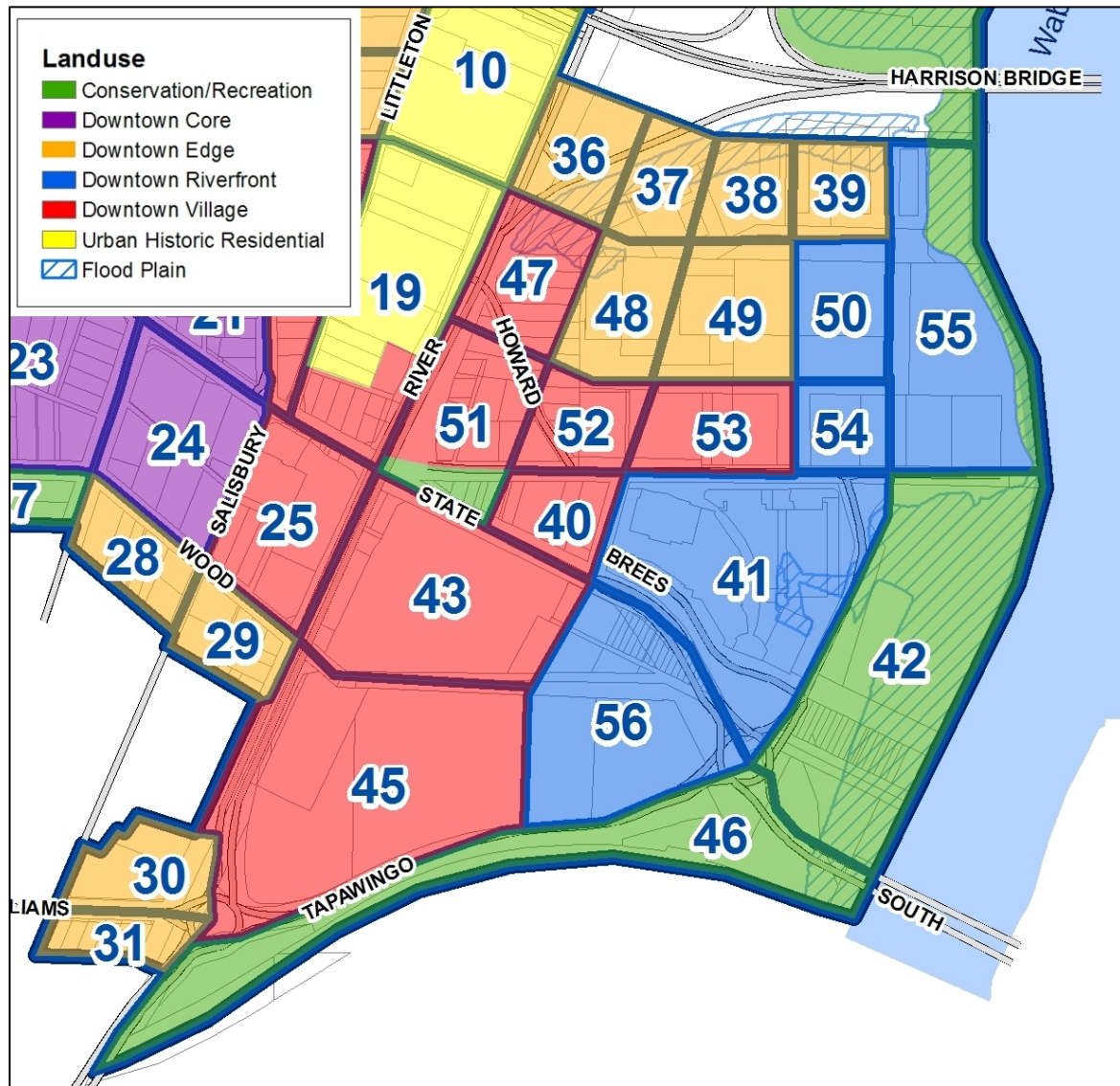
The future land uses for the near-term center on the Wabash River. Along nearly all floodplain-zoned areas and Tapawingo Park, the “Conservation/Recreation” category has been placed. Stepping up from this category is the “Downtown Riverfront” category which provides for the most intense and diverse development strictly oriented towards the river and serving as a development “counterpoint” to Downtown Lafayette. The “Downtown Village” category follows moving west and divided by State Street. This category provides for mid-rise development that connects primarily with Chauncey Village while transitioning into the “Downtown Edge” areas north of State Street and west of River Road at the Williams Street roundabout. This lower-intensity category is designed to provide a range of urban housing options.

The following analysis contains block-by-block descriptions of the future land uses for the Levee’s near-term:

BLOCK 30 – (Williams Street, River Road and Salisbury Street)

This fringe block along the downtown’s southern boundary is encumbered by challenging topography. In its current development pattern, the block is oriented towards the Williams/River roundabout. Classified “Downtown Edge”, any redevelopment effort should respect the existing grading. Given the fact that the site is “cut into the hill” an opportunity for basement level parking with residential units above provides for the most efficient use of the land. Garage entry from either Williams Street and/or River Road could facilitate this development example. The Salisbury Street frontage should maintain an urban disposition (close to the street) with residential unit entrances (or a common lobby) front onto the Salisbury/Williams streetscape.

Future Land Use Map – Levee (Long-Term)



Future Land Use Map Narrative – Levee (Long-Term)

OVERVIEW

This version of the Levee future land use plan incorporates the full street grid system identified in Chapter 5 of this plan. As such, the further divisions of the land provide for a more sophisticated arrangement of the future land uses.

In this “long-term” land use future (an indeterminant time period beyond ten years from the date of this plan’s adoption), the full street grid is in place. The exact alignment of these new streets has yet to be studied, so their locations illustrated on this plan are subject to change.

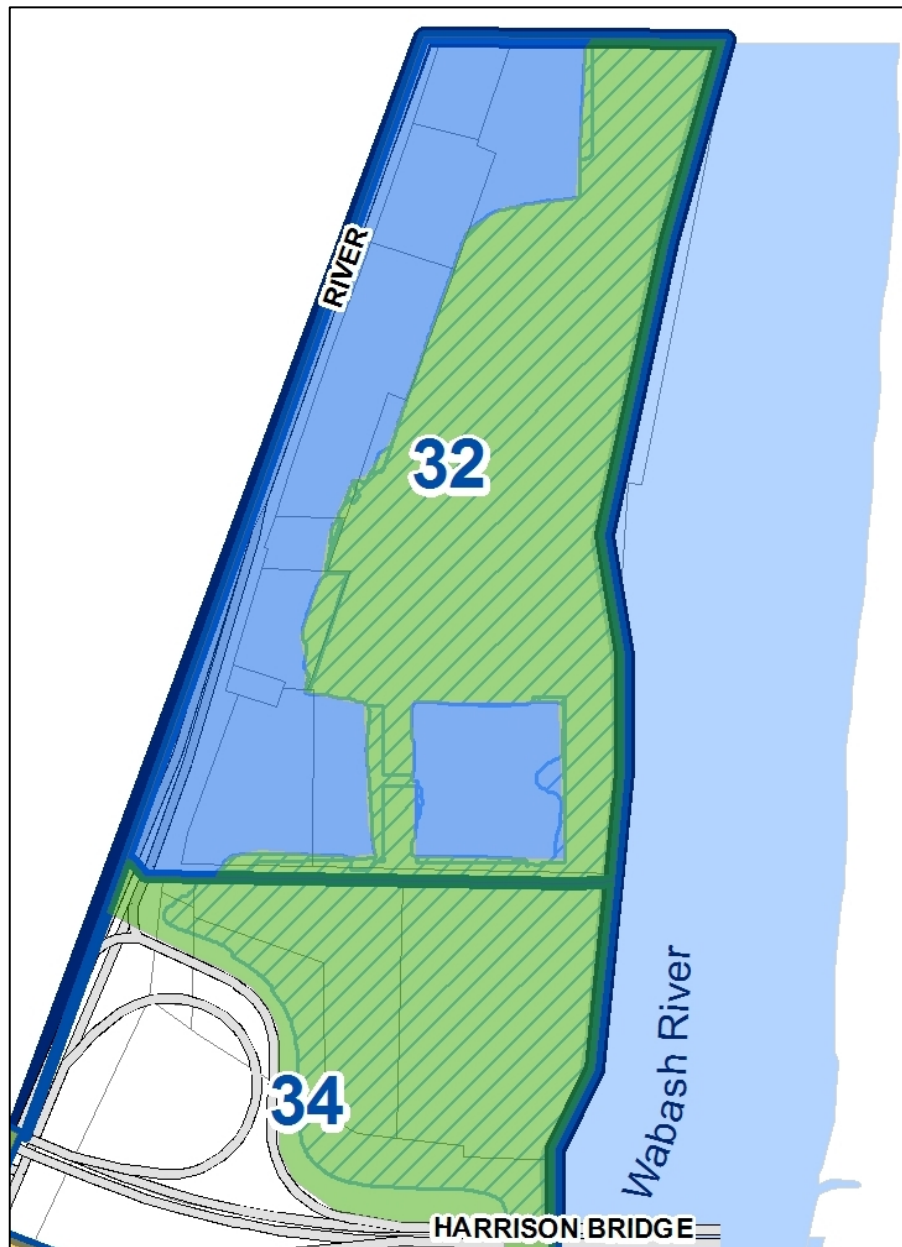
The future land uses for the long-term continue to center on the Wabash River. Along nearly all floodplain-zoned areas and Tapawingo Park, the “Conservation/Recreation” category has been placed. Stepping up from this category is the “Downtown Riverfront” category which provides for the most intense and diverse development strictly oriented towards the river and serving as a development “counterpoint” to Downtown Lafayette. The “Downtown Village” category follows moving west and divided by State Street. This category provides for mid-rise development that connects primarily with Chauncey Village while transitioning into the “Downtown Edge” areas north of State Street and west of River Road at the Williams Street roundabout. This lower-intensity category is designed to provide a range of urban housing options.

The following analysis contains block-by-block descriptions of the future land uses for the Levee’s long-term (note – some blocks in the near-term plan are not changing as a result of the full street grid. Where that occurs the future land use policy remains the same in the long-term):

BLOCK 30 – (Williams Street, River Road and Salisbury Street)

This fringe block along the downtown’s southern boundary is encumbered by challenging topography. In its current development pattern, the block is oriented towards the Williams/River roundabout. Classified “Downtown Edge”, any redevelopment effort should respect the existing grading. Given the fact that the site is “cut into the hill” an opportunity for basement level parking with residential units above provides for the most efficient use of the land. Garage entry from either Williams Street and/or River Road could facilitate this development example. The Salisbury Street frontage should maintain an urban disposition (close to the street) with residential unit entrances (or a common lobby) front onto the Salisbury/Williams streetscape.

Future Land Use Map – Levee North



Future Land Use Map Narrative – Levee North

OVERVIEW

“Levee North” is a completely unique environment from Chauncey Village and the Levee. Comprising only two, large, odd-shaped blocks, this stretch of riverfront property – though encumbered severely by the Wabash River floodplain – presents the city with some unique development opportunities. The “Downtown Riverfront” and “Conservation/Recreation” categories are assigned to these blocks delineating the flood plain zoned land from land that could be redeveloped (with possibly more land reclaimed for development pending further study of the floodplain).

The following analysis contains block-by-block descriptions of the future land uses for Levee North (note – Given no new public streets are planned for this section of the downtown, there is only one future land use map for Levee North):

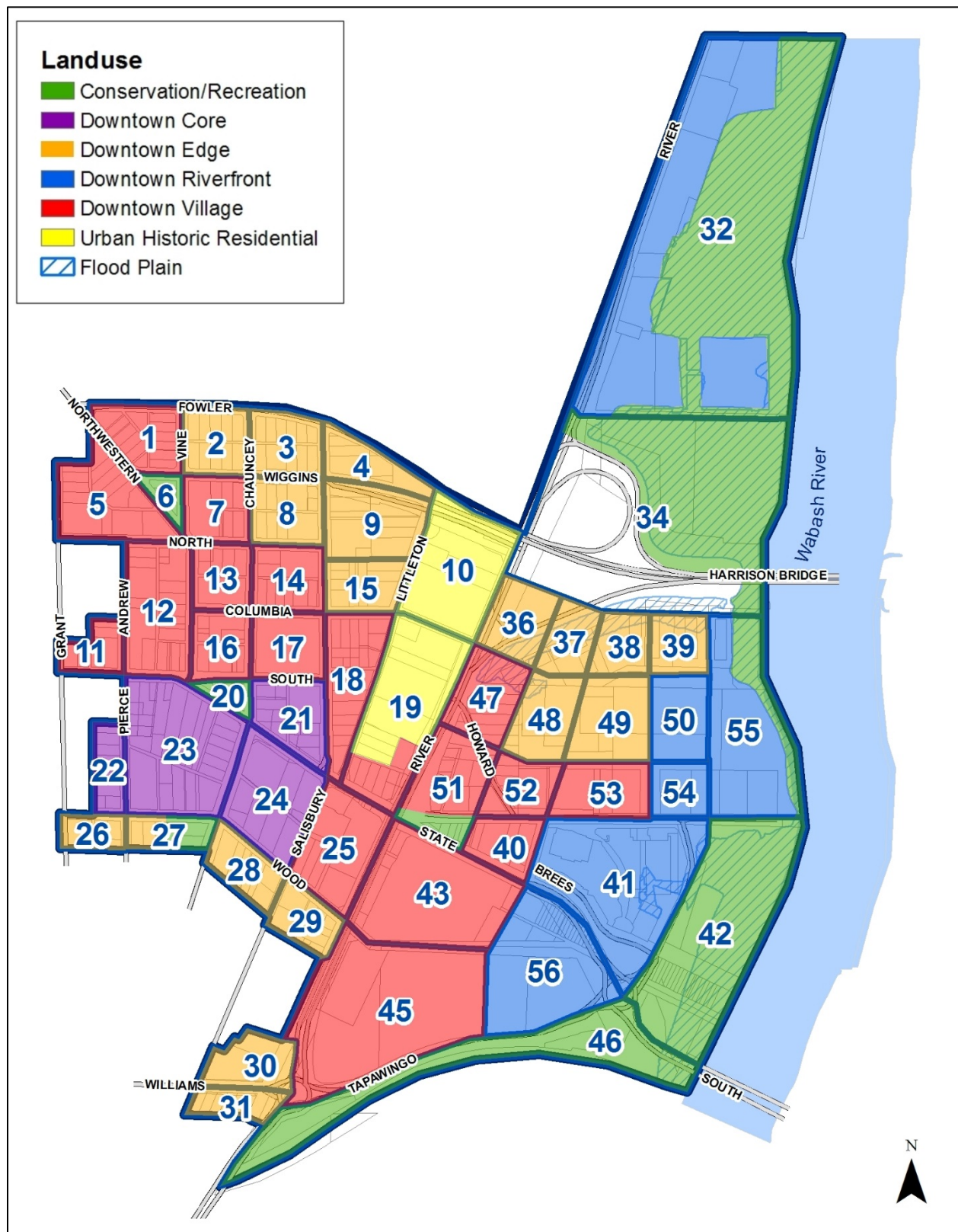
BLOCK 32 (north half of Levee North) – (between River Road and the Wabash River)

Dependent upon further study of the floodplain, the potential to reclaim additional land for development exists on this block. Lack of adjacency issues could allow this block to develop in an utterly unique way, taking fully advantage of the “Downtown Riverfront” category’s development allowances. Any redevelopment (whether it be residential, commercial, mixed-use, entertainment, etc. should make full use of the river frontage and orient the project towards it. Parking for any redevelopment effort should incorporate structured parking environments in order to make more efficient use of the land.

BLOCK 34 (south half of Levee North) – (between River Road and the Wabash River)

This block’s redevelopment potential is limited to what land is reclaimed from the floodplain in the event that the Harrison Bridge interchange with River Road is replaced by a roundabout at the intersection itself. The removal of the existing ramps potentially could free land for redevelopment once the floodplain area is studied. If land were to be reclaimed it should be joined with a larger redevelopment effort on Block 32 is possible in order to make more efficient use of the developable land and using the “Downtown Riverfront” category. All other land determined to be fully in the floodplain should remain in the “Conservation/Recreation” category.

Future Land Use Map – Complete Vision



THIS PAGE INTENTIONALLY LEFT BLANK